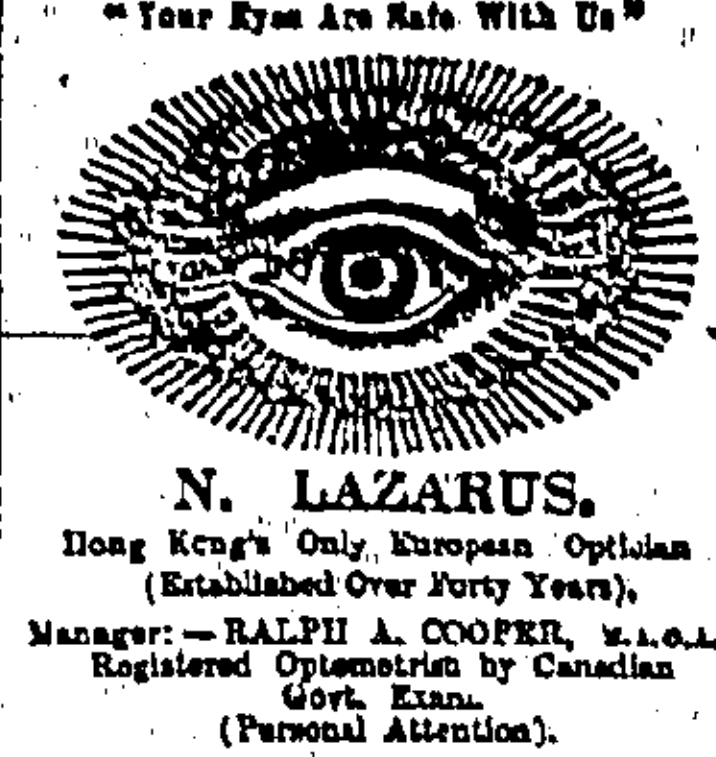


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TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Kowloon ...Dep.	6.40	8.05	8.50	9.10	10.00	12.15	1.15	2.35	3.00	4.20	5.45	7.30
Yau Ma Tei ...Dep.	6.49	—	—	9.20	10.08	12.24	1.24	—	—	4.30	5.50	7.38
Shatin ...Dep.	7.01	—	—	9.33	10.20	12.33	1.34	—	—	4.50	6.00	7.50
Tai Po Market ...Dep.	7.15	—	—	9.45	10.33	12.45	1.47	—	—	5.04	6.15	8.03
Tai Po ...Dep.	7.30	—	—	9.58	10.37	12.53	1.51	—	—	5.08	6.19	8.07
Fanning ...Dep.	7.35	—	—	10.05	10.47	1.03	2.01	—	—	5.18	6.30	8.17
Sham Shui ...Dep.	7.35	—	—	9.07	10.10	10.55	1.03	2.01	—	5.18	6.30	8.17
Sham Shui ...Arr.	7.41	8.45	9.15	10.15	10.55	1.14	2.12	3.20	3.40	5.29	6.41	8.27
Canton ...Arr.	—	—	—	12.40	—	5.38	—	—	—	7.26	—	—

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 P.M.	No. 8 P.M.	No. 9 P.M.	No. 10 P.M.	No. 11 P.M.	No. 12 P.M.
Canton ...Dep.	—	—	—	8.05	—	—	—	—	—	—	—	8.30
Sham Shui ...Dep.	7.15	8.05	10.35	11.45	11.55	2.55	4.35	5.45	6.45	—	—	7.04
Sham Shui ...Dep.	7.25	8.15	10.45	—	12.03	3.05	4.45	5.55	6.55	—	—	—
Fanning ...Dep.	7.30	8.18	10.47	—	12.07	3.10	4.50	6.00	—	—	—	—
Tai Po Market ...Dep.	7.40	8.28	10.57	—	12.18	3.21	5.00	6.10	—	—	—	—
Tai Po ...Dep.	7.44	8.31	11.01	—	12.22	3.26	5.04	6.15	—	—	—	—
Shatin ...Dep.	7.57	8.44	11.14	—	12.36	3.39	5.17	6.28	—	—	—	—
Shatin ...Dep.	8.11	8.58	11.28	—	12.48	3.51	5.29	6.40	—	—	—	—
Kowloon ...Arr.	8.17	9.03	11.32	12.29	12.54	3.57	5.35	6.45	7.28	7.44	—	—

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[61]

GRETNA GREEN LURE.

MORE WEDDINGS THAN EVER.

RUNAWAY WARD.

DOCTOR WHO JUST LOOKED ROUND.

"CAN WE BE MARRIED NOW?"

GRETNA GREEN, Dumfriesshire. There has been a sudden boom in romance at Gretna Green, in spite of its growing modern surroundings, writes a *Daily Mail* correspondent.

The River Sark continues, as of old, to be the all-safe signal for runaway couples, as, in its tortuous windings, it traces the border line between England and Scotland as it dreamily whispers over its countless white pebbles and around the old blacksmith's shop, whose walls are now quarried with age.

The smithy still remains a spot where the romantic can conjure up visions of beruffled gallants, prancing horses, furtive glances from the closely hooded faces of fair maidens, and irate fathers.

The Blacksmith-Priest.

Mr. Richard, Rennie, who succeeded to the post of blacksmith-priest last October, told me that last month he married 16 couples. He said:

This is a record for the last 100 years as far as I can discover. I married four couples in one day. That was during the Easter rush. Since last October I have married 70 couples.

It takes only a few moments. I ask them if they are both single and if one of them has lived in Scotland for 31 days.

I have received a number of letters recently asking if, dates can be fixed for ceremonies. My charge for a marriage is £1, including witnesses.

Usually people just call without giving notice. Not long ago an Edinburgh doctor and his fiancée called to look round the forge. They mentioned nothing about marriage but just took the ordinary tourist's interest in the relics, and then suddenly the doctor asked, "Can we be married now?"

I said they could if he had lived in Scotland for 31 days. When he said they both came from Edinburgh, I married them.

Married By Flash-Lamp.

Runaways still make for Gretna Green. Recently a guardian chased his runaway Australian ward and her lover from the Highlands in a taxicab to prevent their marriage at Gretna Green. Having the advantage of the modern telegraph service, he was successful.

One couple were married with the aid of a flash lamp at nine o'clock one dark night, as there is no artificial light in the old forge. They had travelled by train from Leith, called at Gretna, were married at the smithy, and then caught a train to Newcastle.

A millionaire's son from the south of England drove up to the smithy in a luxurious motor-car and was married over the anvil. He left a £5 note.

The old smithy has been turned into a museum as well as a marriage bureau, with a turnstile which last year recorded something like 20,000 visitors.

In one corner there is a portrait of Dr. Samuel Johnson, who is recorded to have visited Gretna on his way to tour the Highlands. There is also a painting of John Peel, who is stated to have been married at Gretna in 1793.

Another relic is an old plough claimed to have been used by Burns.

In an old chest are thousands of visiting cards left by people from all parts of the world.

COMMUNIST "CELLS" ON A CRUISER.

BREST. A petty officer and six seamen of the French Navy have been sentenced by court-martial to terms of imprisonment ranging from five to thirteen months for attempting to form Communist "cells" on board the cruiser *Mulhouse*.—*Reuter*.

HOME SECRETARY NO KILLJOY.

"I ENJOY MY LIFE," SAYS SIR WILLIAM.

WORK-AND PLAY.

"I am not a killjoy, though people in certain quarters say I am," declared Sir William Joynton-Ricks, the Home Secretary.

Sir William's amusing "confession" at a theatrical luncheon on a Friday has surprised those who know his retiring character. As a boy, he said, he went to the theatre as often as he could—and each time with a different girl.

"To read some of the things written about me," he said at his country home at Newick, Sussex, "one would imagine I spent my time at the Home Office making rules and regulations to hinder people in enjoying themselves, if not to prevent them."

"I have always tried to administer my duties in as humane and reasonable a way as I can."

"I still often go to the theatre," added Sir William, "and I enjoy it. It takes one's mind off the serious business of life, and that is a very good thing."

Sir William confessed that he had been to night clubs twice. Whether he enjoyed the experience he would not say.

"If I am a killjoy I manage to get a remarkable amount of enjoyment out of life," he went on.

"I enjoy life, I enjoy politics, and above all I enjoy my home life."

"I even enjoy my work at the Home Office, although it sometimes keeps me there from early morning to late at night. A fourteen-hour day is no uncommon thing for me. But the fact that I take some things seriously does not prevent me from enjoying other things."

The Home Secretary's greatest pleasures, he confessed, were on his estate at Newick, among his horses and other livestock on the farm, and his fruit trees. "Every weekend he can spare from official duties is spent there. At Newick Sir William sheds the immaculate morning clothes he usually wears and appears in rough tweeds, usually of considerable age, and gives himself up to the life of a country squire."

SEASICK BRIDE'S MISTAKE.

CUSTOMS AND HER HUSBAND'S GIFTS.

A honeymoon sequel was heard at Dover Police Court, when Gladys Theobald, of Periton Court, Bearsted, near Maidstone, was charged with attempting to evade payment of Customs on silk dresses, a silk nightdress case, and three pairs of gloves.

It was stated that when she was asked on landing whether she had any silk or lace goods, she replied that she had not.

Mrs. Theobald said she was very sea-sick and ill, and when she was handed a list of dutiable articles she did not read it through. Her husband bought her the nightdress case in Paris, where they had been for their honeymoon. She did not know that duty had to be paid on the articles.

Mr. Theobald said he offered to pay the 23 duty. What distressed them both was the word "fraudulently" in the charge. It was too harsh a term to use towards people who socially had lived an honourable, straightforward and true life. The case was dismissed on payment of £5 costs and duty.

GIBRALTAR FAIR.

BATTLE OF FLOWERS ON THE ROCK.

GIBRALTAR.

Gibraltar Fair, which is now an established event, was opened by the Governor, General Sir Charles Monro, accompanied by Lady Monro, who had a hearty reception from an assembly of over 3,000, including Admiral and Mrs. Townsend, Sir Sydney Nettleton, Captain Anderson, and Colonel Wighton, R.A. (Deputy Governor).

After the opening the Governor's party made a tour of the fair grounds and then returned to the pavilion for the sports, which began with gymnastic displays, tug-of-war, and a regatta.

Each day, says a Home paper, until May 24th, when the fair closes, there will be a battle of flowers, a procession of motor-cars, beauty competitions, and other events.

DIARY OF EVENTS.

To-day.

(June 19th.)

Mohamedan New Year (Anno Hijra) 1347.

Property Sale: Lammert's, Kowloon Inland Lot No. 1372, 3 p.m.

Queen's Theatre: "Sunrise."

World Theatre: "Ankles Preferred," 5.15 and 9.20. "Love and the Fan," 2.30 and 7.15.

Star Theatre: "Buck Privates." Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (*General Metzinger*), 2 p.m.; Europe via San Francisco (*President Pierce*), 8.30 a.m.; Europe via Siberia (*Angara*), 12.30 p.m.

Wednesday.

(June 20th.)

Royal Hunt Cup, Ascat.

Indo-China Steam Navigation Co., 47th ordinary general meeting, noon.

Property Sale de Souza's Inland Lot No. 2934, Wong Nei Chung, 3 p.m.

Khalsa Divan Tea, H.K. Hotel, 5.15 p.m.

Queen's Theatre: "Sunrise."

World Theatre: "Ankles Preferred."

Star Theatre: "Buck Privates."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Thursday.

(June 21st.)

Queen's Theatre: "Sunrise."

World Theatre: "Blonde or Brunette."

Star Theatre: "The Great Catby."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Friday.

(June 22nd.)

Coronation of H.M. King George V.

Dragon Festival.

Christian Fellowship Meeting.

Holena May Institute, 10.30 a.m.

"At Home" Chinese Merchants Club.

Queen's Theatre: "Sunrise."

World Theatre: "Blonde or Brunette."

Star Theatre: "The Great Catby."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Saturday.

(June 23rd.)

Extra Race Meeting.

Queen's Theatre: "Sunrise."

World Theatre: "Blonde or Brunette."

Star Theatre: "The Great Catby."

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Marseilles (*Rampura*), 10.30 a.m.; Europe via Victoria, B.C. (*Tyndarus*), 10 a.m.

Sunday.

(June 24th.)

Midsummer Day.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Monday.

(June 25th.)

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via Siberia (*Atsuta Maru*), 10.30 a.m.; Europe via Marseilles (*Diomed*), 2.30 p.m.

Tuesday.

(June 26th.)

Sanitary Board Meeting, 4.15.

Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.

Principal Mails:—Outward: Europe via San Francisco (*Korea Maru*), 6.30 a.m.

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REMAKING NELSON'S "VICTORY."

REMARKABLE FEAT OF RE-
SEARCH AND SKILL

SEVEN YEARS' WORK.

PORTSMOUTH. The day is not far distant when the last of the workmen will leave the decks of the old flagship *Victory*, and the most famous man-of-war in the world will have once again assumed the rig she carried at the Battle of Trafalgar. The work of reconditioning in the ancient dock within the Queen Anne wall of the Royal Dockyard at Portsmouth constitutes one of the most remarkable feats of naval research and patience in the history of the sea.

Not a few of us who had stepped back into a page of history on board the old ship were grieved to read one morning that experts, having examined the keel, had discovered her to be sinking at her moorings. She was towed to the Royal Dockyard, placed in a dry dock that dates from the period of the Stuart Kings, and has remained there ever since. She will remain there permanently.

Her keel was in an appalling state, and the old timbers of the hull were liable to break up altogether. It became imperative to do something at once; and in 1921 the late Admiral Sir Doveton Sturdee, the victor of the Falklands battle, assisted by Mr. Wylie, the Royal Academician who lives on the Portsmouth waterfront, began to raise a subscription for reconditioning the *Victory* into the rig in which she headed the line at Trafalgar against the combined fleets of Villeneuve.

Patience: Reconstruction.

In the course of the last century nearly all the old furnishings were removed or collected by curious hunters. Moreover, most of the drawings of the ship as she was at Trafalgar had disappeared. Naval libraries had to be searched to find out details of rigging, sails, equipment, and fittings. No model of the original *Trafalgar Victory* exists, and this made matters difficult. However, thanks to great patience and tireless energy on the part of men like Mr. Wylie and Mr. G. E. Suter (the manager of the constructive department of the Dockyard) many of the obstacles were overcome, and the work of refurbishing continued until the *Victory* has reached a state of near completion.

If genius is the art of taking infinite pains, then genius has been at work on the *Victory* for the last seven years. No detail, no matter how unimportant, has escaped the attention of the designers. In the aftermath of the ship the old surgeon's cabin has been refurbished, and on shelves attached to one of the bulkheads are canisters, jars, and surgical appliances of the kind Dr. Beatty used when tending Admiral Nelson for the last time. The storerooms of the carpenter and boatswain contain the tools used during the beginning of the last century. Light boxes are fitted to the compartments for naked lights were prohibited both in storerooms and magazines. On the lower deck all the lighting is provided by lanterns of the 1805 period.

As at Trafalgar.

The after cabin has been rebuilt. Most of the guns are in place, and they carry the flint locks to show how they were fired in anger. In one of the galleys there is a Brodie stove of the kind used during the West Indian chase. (This stove, by the way, was given by the late Sir Phillip Watts.) In the waist are the sick bunks on which were stowed boats and spare spars. The old-fashioned binnacle has been restored, and on the forecastle visitors will now find the newly replaced belfry, the funnel of the galley stove, and the cannonades. Buckets of 1805 hang from the poop rail. The flag lockers are now in the proper places—those flag lockers from which the famous signal was taken on the day of Trafalgar.

The rigging and upper decks presented even more difficulties, and so far as any man can know they will presently be an exact replica of the *Victory* of 1805. Masts, yards, bowsprits, jibboom, dolphin striker, and anchors have been restored to their original dimensions. The old wire hawsers have been replaced by hemp rope such as was used at Trafalgar.

A most praiseworthy effort at duplication has resulted in an almost perfect reproduction of the Admiral's quarters in the after part of the ship. Nelson's actual sleeping cabin. His shaving mirror will be exhibited. One or two of his chairs will be there, and also his chronometer. An effort is being made to refurbish Captain Hardy's cabin with some of the original equipment.

The *Victory* has been built up in the dry dock on a concrete emplacement, so that a visitor approaching the ship from the quay side can see her from exactly the same angle as if she were still afloat. She lies (or shall we say stands) just within the dockyard gates, quite near to the house of the commander-in-chief.

ADOLPHE MENJOU.

MAY MAKE PICTURES IN ENGLAND.

[BY IRIS BARRY.]

We had waited some little time in a cold drizzle at Dover for the boat that was to bring Mr. Adolphe Menjou and his bride for their honeymoon trip to England. As the gangways were thrown on to the deck, the sun came out and dazzled the little knot of people examining the faces of the passengers.

"He is wearing a green soft hat," someone said. There was no doubt as to who "he" was.

A dozen cameras were at the ready, when Mr. Menjou, bronzed and very elegant in a loose grey overcoat and fawn lounge suit, at last hove into sight with a slender, golden-haired girl beside him, in a black coat and skirt, severe white satin shirt, close-fitting black hat, with orchids nestling in her magnificent silver fox furs.

People seemed to spring up in all directions, strangers as well as friends, as the bridal pair, smiling happily on everyone, made their way to the train. Congratulations were shouted, and autographs secured.

First Visit.

Naturally the first question we asked, having reached the heaven of the train—how long were they to stay in London.

"Until Monday," was their joint reply, but we are going to take things quietly. We are so tired. They have nearly killed us with kindness in Paris. But there are a lot of things we must see, for this is our first visit."

And then Mr. Menjou, every bit as easy-going, as alert, and as affable as he appears on the screen, began talking about films, while his wife dispensed tea. That film is the breath of life to him was clear from the first moment and that none of his opinions about them are ready-made equally clear.

"I have wanted to come and make pictures in England for years; long ago I began arguing that films with French settings should be made in France and films with English settings in England, but the nearest we got to it so far was that, with the exception of myself, everyone in 'The Ace of Cads' was an Englishman."

British Films.

There was no need to ask his opinion. It was he who was cross-examining us as to the time and the money spent on making British films: whether the foreign market was widening out; what percentage of the cost of a British film had to go to British subjects to qualify to pass the "quota" law.

"I believe," he said, "both Miss Carver—I beg your pardon, dear; I mean Mrs. Menjou—and myself will be able to make a film or films in England next year."

"I see that in *The Daily Mail* this morning you did not mention 'Forbidden Paradise' as one of my best films, though it certainly was—a wonderful picture."

I told him that "Evening Clothes," which apparently he does not consider one of his successes, did much better in England than "Service for Ladies," which he likes.

"The part in 'Evening Clothes' ought to have been played by some great, wide-shouldered, muscular fellow," he insisted, "who would have felt and looked miserable in dress clothes—not by me." And nothing could persuade him to the contrary.

"People are always talking about what the public want. The only thing they want is a good story and a good cast."

"No actor can give more than one or two really good shows a year. Next year I am going to make only three films, only two the year after."

Teasing his wife for powdering her nose ready for the arrival at Victoria, he stole a peep in the mirror himself, and, still talking with a most engaging enthusiasm about films, helped her to arrange her flowers afresh.

We slid into the station; a mass of people crowded behind barriers sent up a cheer. The police moved forward, and as the bride and bridegroom stepped from the train we lost sight of them in a throng of enthusiastic admirers and friends.

Jazz Band Send Off.

It transpired at the wedding of Mr. Menjou and Miss Carver, which took place at the town hall of the fashionable 16th Arrondissement that the bride is 28 years of age.

"The bridegroom," said the deputy-mayor, M. Brossé, "was one of the first American volunteers to respond to the call of France. In 1917 he was a sergeant at St. Nazaire, and at the end of the war he was a captain of the 5th United States Division."

The couple were seen off at the Gare du Nord by an American jazz band.

JUSTICE TAKES A DAY OFF.

HATS AND CIGARS IN CHICAGO COURT.

NOISE RIVALS THE WHEAT PIT.

NEW YORK.

Thirty-three judges work Chicago's Municipal Court. But the other day sixteen were out of town attending the conventions of their respective Republican and Democratic Parties.

This, however, did not prevent the courts of the absentee judges from opening. In one, by nine o'clock in the morning, 300 litigants, lawyers, professional bondsmen, bailiffs, attorneys, newsboys, and loiterers were gathered, making as much noise as may be heard in the Chicago wheat pit when things are busy.

Some of those present wore their hats at one angle, some at another. All were smoking cigars. Some spat into the cuspidors, others at them. Some sat in chairs, others used them for their feet. On the Bench sat an assistant State attorney, but without any legal authority.

"I'm The Judge."

Someone entered and cried, "What's going on here?" "Why?" asked the enthroned attorney. "Why, this here's a court. I'm the judge." Burst of guffaws from the assembled company.

"I want my case postponed," said the arrival, showing his hat back from his forehead and thrusting a huge cigar at the Bench.

"No, you don't, not till I get mine," shouted another litigant, elbowing his way through the crowd.

"Hey, how do you get that way?" shouted a third; and a fourth replied, "Well, if this ain't a lunatic asylum I'll go to—"

"All right, all right," amiably chuckled the attorney on the Bench. A clerk hustled forward. "Just a minute, Joe," he said, addressing the attorney, "I'll mark this one continued." He took the absent judge's docket and wrote, "Continued, continued, continued."

A Day's Work.

"Say," asked a citizen, "what's this?" "This," said the attorney gravely, "this is a court. Who are you, anyway?" "I'm a citizen. It's a monstrous joke you sitting there continuing cases. You're no judge. You ought to be ashamed of yourself." No one paid any heed to this protest.

The clerk spoke. "Fifty-one cases postponed to-day. That's a day's work." There was a clatter of chairs, scuffling of feet, renewed striking of matches. "Everyone tried to leave. The citizen tried to find out what sort of a circus this is." But he was ignored, and the court closed for the day.

If this should be thought a prejudiced account of justice in Chicago, it may be mentioned that it is the report of a day's proceedings summarized from the *Chicago Tribune*—*Daily Mail*.

"CARD-INDEXED" SENTIMENT.

MOTHER'S DAY IN AMERICA.

NEW YORK, May 13th. Mother's Day in the United States was celebrated to-day. While the occasion has no doubt been one of happiness for many parents and children, it has had its amusing, even ridiculous side.

So agitated had certain well-meaning people become at the thought of poor Father being forgotten that they petitioned the President recently to rename the day "Parents' Day," thereby honouring together the two heads of the household. But it was too late to make the change.

Every business enterprise which fringed on parenthood devised means to distil money out of a charming sentiment.

Enormous boxes of sweets costing from 25 to 32 cents invited the attention of passing children—a gift, one guessed, that satisfied the nursery saying "Two for me and one for you." But this was only one industrial activity by means of which dollars were raked in by the strength of sentiment.

The telegraph companies incidentally teaching a lesson to those of other countries—issued a special card announcing that "Mother's Day Greetings" would be delivered on specially decorated forms and in special envelopes.

Their courtesy extended further. Sixteen messages were prepared inviting selection. You, as a son or daughter, chose the number, the company did the rest. Here are two selections offered to the busy American who had no time to invent his own. "On this Mother's Day I am wearing a carnation in honour of the best mother who ever lived" and "Every day is Mother's Day for me. Much love."

You paid your money and you took your choice. Sentiment was served, business was satisfied, and another—presumably—was thrilled with this remembrance from her absent child.

What Of Mother's Mother? The idea is so convenient that it may possibly spread to other countries. Yet one wonders.

MACAO NOTES.

MACAO-SHEKKI ROAD.

MACAO, June 15th.

Good progress has been made with the Macao-Shekki Road and Macao will soon be linked up to Koo Hek, the first important junction on the road. Work has continued without stop since the opening three months ago, the completed portions have stood the heavy rains of the past few weeks extremely well. The road is popular among the country-folk and the buses now in operation are reported to be making satisfactory profits.

From Koo Hek, one branch will connect to Tong Ka, the ancestral home of the veteran Chinese statesman, Mr. Tong Shao Yi, and the main road will then continue on to Shekki, passing en route many towns famous in Chinese history, including the ancestral home of Dr. Sun Yat Sen. The total length of the road along the eastern route will be approximately thirty-six miles. Further developments northwards and along the western route will make a total length of almost seventy miles.

PRESIDENT HOTEL.

The President Hotel, Macao's seven-story skyscraper, will, it is reported be open to the public on July 1st. This building is eloquent testimony to the enterprise of Mr. Hee Cheong, a merchant who by energy and hard work has raised himself to the front rank of business men at Macao. The completed hotel with its appointments will represent a capital expenditure of over \$500,000, and is an example of the progress so noticeable at Macao to-day.

RUBBER AND MINING.

QUOTATIONS AND DIVIDENDS.

Messrs. Carroll Bros. have been advised of the following quotations and dividends on rubber and mining shares:—

Quotations.	
Allenbys	\$1.00
Glenclyns	1.20
Jimahs	1.03
Kedahs	2.20
Lunah	1.20
Malaka Pindas	1.10
Pajams	1.15
Raubas	4.50
Dividends.	
Kampong Kamunting—6d.	
Kepong Tin—5 per cent.	
Larut Tin—6d. per share.	
Malacca Rubber—5 per cent.	
Malakoff Rubber—3 per cent.	
Eastern Smelting—1/- per share	
interim less tax.	
Teluk Krin Tin—7½ per cent.	
interim.	

SHOT IN A WOOD.

GOLF SECRETARY'S DEATH MYSTERY.

Mystery surrounds the death of William Maenan Jones, who was found shot in a wood at West Mersea.

He resided at the Home Farm, East Mersea, and was secretary of Mersea Island Golf Club. Accompanied by a dog he set out one Friday morning to shoot rabbits. He failed to return to dinner, and later his body was found by a green-keeper, Thomas Easterbrook.

The scene of the fatality was a small wood known as Cudmore's Grove. He was found with one leg over a fallen oak tree which lay across the pathway. On the far side of the tree was a double-barrelled gun containing one exploded cartridge.

Jones, who came from Stoke Newington, had been a resident in the island for only eighteen months. He was engaged in supervising the laying out of the golf course there which is shortly to be opened.

STOLEN COMMUNION PLATE.

The Court of Criminal Appeal (the Lord Chief Justice and Justices Avory and Shearman) dismissed the appeal of Arthur Williams, aged 63, who at the Reading Quarter Sessions was sentenced to 18 months' hard labour for stealing Communion plate from a cupboard in the vestry of Brightwell Church.

The plate, said Lord Hewart, was an extremely interesting collection. Some of it was made in 1690, some in the time of Queen Anne. It was worth about £200. Williams took the plate to a silversmith's, Corvent Garden, and offered it for sale as old silver, but the silversmith, being suspicious, informed the police.

Lord Hewart added that Williams had been previously convicted 19 times and three times for stealing money from offertory boxes.

CUTICURA HEALS SKIN TROUBLE

In Pimples On Baby's Face and Legs For Six Months.

"My baby had skin trouble for over six months. It appeared on his face and legs in pimples which irritated so badly that he scratched and caused eruptions. He could not sleep on account of the itching and burning. I tried several remedies but they were of no use. I sent for a free sample of Cuticura Soap and Ointment. After using it I could see an improvement, and baby slept better. In a short time he was healed." (Signed) Leonard Desmings, 9, Welbeck Rd., Bolsover, Derbyshire, Eng.

Keep your skin clear and your pores active by daily use of Cuticura Soap. Heat eruptions and rashes with Cuticura Ointment. Soap and Ointment sold throughout the world. For sample, send five stamps, 1 C.T. Also for small orders with price. 100% Try the Cuticura Shaving Stick.

INSURE

YOUR

MOTOR CARS

WITH

GILMAN'S

"OCEAN" COMPREHENSIVE POLICY.

[108]

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

June 18th, 1928.	
H.K. Bank	\$1,190 nom.
Do.	\$1,190 nom.
Chartered Bank	\$1,190 nom.
Merchants Bank & Co.	\$1,190 nom.
Do.	\$1,190 nom.
P. & O. Bank	\$1,190 nom.
East Asia Bank	\$1,190 nom.
Canton Insurance	\$1,190 nom.
Union Insurance	\$1,190 nom.
North China Ins.	\$1,190 nom.
Yongtse Insurance	\$1,190 nom.
China Union Insurance	\$1,190 nom.
China Fire Insurance	\$1,190 nom.
Shanghai Fire Ins.	\$1,190 nom.
Donghai Fire Ins.	\$1,190 nom.
Donghai Ins.	\$1,190 nom.
H.K. Steamboats	\$1,190 nom.
H.K. Tugs	\$1,190 nom.
Indo-China (Pref.)	\$1,190 nom.
Do. (Def.)	\$1,190 nom.
Shall Transport	\$1,190 nom.
Waterworks	\$1,190 nom.
Benguet	\$1,190 nom.
Asiatic Mining	\$1,190 nom.
Asiatic (combined)	\$1,190 nom.
Do. (single)	\$1,190 nom.
S'ha. B. & P. Co.	\$1,190 nom.
Shanghai Land	\$1,190 nom.
Shanghai Estates	\$1,190 nom.
H.K. Tramways	\$1,190 nom.
Peak Tram (old)	\$1,190 nom.
Do. (new)	\$1,190 nom.
Star Ferry	\$1,190 nom.
China Light (old)	\$1,190 nom.
Do. (new)	\$1,190 nom.
Do. (1923 issue)	\$1,190 nom.
H.K. Electric	\$1,190 nom.
Macao Electric	\$1,190 nom.
China Electric	\$1,190 nom.
Singapore Electric	\$1,190 nom.
China Sugars	\$1,190 nom.
Malayan Sugars	\$1,190 nom.
Canton Loan	\$1,190 nom.
Cement (combined)	\$1,190 nom.
Do. (old)	\$1,190 nom.
Do. (new)	\$1,190 nom.
H.K. Ropes (old)	\$1,190 nom.
Do. (new)	\$1,190 nom.
United Assurance	\$1,190 nom.
Dairy Farms	\$1,190 nom.
Watsons	\$1,190 nom.
Dat & Wing	\$1,190 nom.
Liao Unwired	\$1,190 nom.
Macintosh	\$1,190 nom.
Sincere	\$1,190 nom.
W. & W. Rouse	\$1,190 nom.
H.K. Amusement	\$1,190 nom.
H.K. Concessions	\$1,190 nom.
China Indus. & Bldg.	\$1,190 nom.
H.K. Govt. Loan	\$1,190 nom.
buy—anyway; sell—anyway; nom.—nominal.	

ON SALE.

HONG KONG HANSARD RE-
PRINTS OF THE MEETING
OF THE LEGISLATIVE COUNCIL
for the Session 1927.

Revised by Members.
PRICE \$3.
HONG KONG DAILY PRESS OFFICE

Choose Glaxo for your Baby

Your Baby's future health depends on your choice of his food. You must choose the food you know is best, for you dare not endanger your Baby's progress by experimenting.

Be guided by the experience of the great number of doctors, nurses and mothers who choose rightly by choosing the best food they know—Glaxo.

Choose Glaxo for your Baby now! And be free for ever from any anxiety as to Baby's steady progress towards healthy, strong-limbed merry-hearted childhood. Ask your Doctor!

Glaxo

The Vitam. Milk-Food

"Builds Bonnie Babies"

When Baby is 6 months old

or when he cuts his first tooth, add a little Glaxo Malted Food to his Glaxo. This will provide the best means of accustoming Baby, gradually and naturally to taking more solid food. Observe a little where you buy Glaxo.

W. R. LOXLEY & CO.,
SOLE AGENTS.



SOLE AGENTS:-

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AN ALUMINIUM SHAKER GIVEN FREE WITH EVERY TIN.

DELICIOUS HOT or COLD DRINK

Get one tin for trial Obtainable at all Stores and Cafeshops.

Sole Agents: HUI and HUI Co.
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FIBRE BOARD CARTONS

the modern and economical containers for all classes of merchandise.

ACME STEEL STRAPS

a fast and efficient method of re-inforcing fibre boxes, crates, bales, bundles and wood-boxes.

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more easily driven and greater holding power.

J. M. DA ROCHA & CO., Agents.

FIBREBOARD PRODUCTS CO. OF SAN FRANCISCO.
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SOME MALAY BELIEFS.

QUAINT SUPERSTITIONS IN THE KAMPONGS.

DREAMS GO BY OPPOSITES.

The following examples of Malay beliefs and superstitions are given by Mr. Ivor H. N. Evans, M.A., ethnographer to the F.M.S. Museums, in an article in the Museums Journal:—

Dreams go by opposites. If one dreams in the early morning, say between three and six o'clock, that something will not happen, it will, and at an early date, but if the dream occurs before this, the event will be delayed.

If the fruit of a tree falls before it is ripe; tie a bubu (a conical rattan fish-trap) to the trunk, or take some nasi semangit (rice with which the bridegroom feeds the bride and the reverse) which must come both from the hands of the bride and the bridegroom and put it on the trunk of the tree.

The sears left by landlips on the hills are places where dragons have emerged.

Three successive and serious floods occurred in Kuala Lumpur (Selangor) towards the end of 1925. The Malays said that a great dragon had come out of the hills and I was told, after the third flood had taken place, that the dragon had departed in this, having needed three floods before it could make its way to the sea. It was also said that the dragon having gone, there would be no more floods. There were none.

It is said that if a young man plays ducks and drakes (lanchang-lanchang), he will be able to tell how many children he will have by the number of times the stone leaps from the surface of the water.

The ulat sentadu (hawk-moth caterpillar) becomes a squirrel if nobody sees it.

The pokok likir (a large Caladium), if nobody sees it becomes a snake; the paku rimba (tree fern) a dragon. The paku rimba becomes a dragon from the roots upwards and, when the roots and stem have turned into the body of the dragon, the leaves still remain. People know that this plant becomes a dragon because a man once went (to the jungle) to look for damar and coming across what he thought was a tree-trunk, but was really the stem of a tree fern, sat down on it. Then he began to cut up betel-nut (to chew) on the "tree-trunk" and his knife, cutting through the nut, wounded the "tree". Whereupon blood gushed out and it writhed with pain. So the man ran away around the trunk, and saw that the roots had become a dragon's body, which heaved as it breathed, while the end still remained fern leaves. This man taught the villagers that a tree-fern can become a dragon. It happened in the time of my great-grandfather.

The red-flowered chempaka (?), the bunga tanjong (Amomum xanthophyllum), and the varieties of the coconut known as nyior gading and nyior puyoh should not be planted, or the village will be deserted. If a person passes below a clothes-line he, or she, will suffer from dizziness (pening kepala.)

AN UNCHARITABLE VILLAGE.

NO APOLOGY TO GIRL WHOM COURT VINDICATED.

MISS CHIPP'S COMPLAINT.

AVENING, Gloucestershire.

This parish in the Cotswolds must be the most doleful place in England.

It has become so since the people learned that their rector, the Rev. O. E. Hayden, had been found guilty of causing scandal by having used bad language on several occasions during the past seven years. And they are unmistakably angry that the name of Miss Nina Chipp, the village school mistress, should have been dragged into the affair.

Miss Chipp herself has all along treated with disdain the accusations against her. She said:

These have been months of torture, not because my name was so terribly associated with that of Mr. Hayden—a lie which was easily answered—but because certain people saw fit to "cut" and shun me when they passed by. Perhaps it is better, however, that they did attempt to ostracise me, because I do not desire the friendship of people who can behave in this manner.

But the ordinary village folk have been wonderful, and I am proud to count them as a body among my friends. I had expected that the people who brought these amazing charges against me would by this time have come forward and not only withdrawn them and apologized for what they had done, but would also have congratulated me.

"Nothing of the kind has happened," added Miss Chipp. "Not one has approached or written to me."

OPENING UP OF AFRICA.

LADY HEATH ON LESSONS OF HER FLIGHT.

LACK OF COMMUNICATION.

Lady Heath and Flight Lieut. R. R. Bentley were the guests on May 23rd of the Air League of the British Empire at a luncheon at the May Fair Hotel, which was attended by representatives of all branches of aviation. Lieut. Bentley was presented by the Duke of Sutherland on behalf of the Royal Aero Club with the Britannia challenge shield in recognition of the most meritorious performance in British aviation during 1927, his flight from London to the Cape in a light aeroplane.

The Duke of Sutherland, who presided, proposed the toast of Lady Heath, and gave a most interesting summary of her career from the time she graduated in science at Dublin University and became lecturer at Aberdeen University, to her arrival at London after her flight from the Cape.

In the years since she took up aviation she had covered that women could fly as safely and regularly as they could drive cars on the ground, and by her propaganda about the country she had awakened our large towns to the vast possibilities of civil aviation. He was not sure, however, that her greatest service to aviation was not that she had given a feminine touch to air travel.

Lady Heath, who looked very elegant in a frock of beige georgette and lace with wide sleeves and a wide black hat, explained that her great ambition had been to bring the first aeroplane single-handed from an overseas Dominion to England, but the more important object of her tour was to visit all our colonies in Africa, studying them from the point of view of aviation and its possibilities. She had been asked to become one of the directors of an African air service, so it was important to gain this information.

She had determined to make the arrangements for her flight in South Africa, and she described the many difficulties that had to be overcome, since she could neither lay down supplies at various places along her route, nor get information about landing grounds and local conditions more than a thousand miles ahead. She could not lay down any spares, but during her whole journey she had only to make one replacement, and that was at Rome.

Few Postal Facilities.

One great difficulty was due to the lack of postal facilities, which made it necessary to send a runner with a message ten days before-hand. Had she come down in any part of the thousand-mile forest belt between Abercorn and Tabora it would have been at least three weeks before the authorities would have realised that she was lost, and then it would have been impossible to find her. Fortunately she was accompanied by Lieut. Bentley over this area, and again over the Southern Sudan, a territory over which the authorities had wisely decided one might not fly alone. Even Air Force machines, she said, were not sent out alone over that tract.

When she had lived for three years in British East Africa she had suffered from the disagreeable lack of postal facilities in the territories of Kenya, Tanganyika, and Uganda, and on the second territory had frequently received letters posted in England six weeks before. In the Sudan we had our towns and stations connected by wireless, and such a chain of stations used entirely for Government purposes would make the Central African route safe, and be the biggest step towards opening up a country rich in minerals. But a great every traveller by land or air was endangered by lack of such communications.

While in East Africa she had spent £10 announcing her movements to headquarters in Nairobi, but when she arrived she found that only two-thirds of the telegrams had been delivered, and half of those had been mutilated out of all sense. She found a note on the official files in Kenya Colony stating that "Owing to the fact that she does not keep us informed of her movements, we are unable to keep pace with the vagaries of Lady Heath."

The Possible Air Line.

In South Africa there was a wise and far-sighted group of men who realised that colonisation must extend northward and westward from South and East Africa, and that that could only be done by providing travel and transport facilities. That was why they had backed such undertakings as her flight and the Cape-to-Cairo Chrysler expedition which left at the same time. The air line through the country, if it flew in relays by day and night like the trans-American air mail, could connect Capetown with Cairo in six days, but it must lie along a railway or an all-weather road.

(Continued on next column).

THE PRIME MINISTER.

AN APPRECIATION.

[BY A LABOUR MEMBER.]

On more than one occasion foreign visitors to the House of Commons have expressed their surprise at the personal and friendly intimacy that exists between the various parties. They seem to think that because of this, political conviction is not deeply rooted in the British politician. From my experience of foreign Houses of Legislature, I am convinced that it is only in the British House of Commons that these convictions are deeply entrenched in all sections. The constitution and daily procedure of the House tends to draw the members around a common interest, and gives but few opportunities for strong outbursts of political differences.

In my time there have been three Prime Ministers. The most successful of these was, in my opinion, the late Mr. Bonar Law. He had those rare qualities, sympathy and humility; he was never unapproachable, dogmatic, or imperious, and endeared himself to every member of the House by his quiet and friendly manner.

The present Prime Minister, Mr. Stanley Baldwin, is perhaps the least assertive of all men in the House of Commons. He seems to have stumbled into leadership by the merest accident. He is surrounded by clever debaters, orators, and experienced politicians, and always seems to be half-afraid that they may be the means of his undoing. In this respect he differs from Bonar Law. No man ever enjoyed more than Mr. Law the mental exercise of debate. He seemed always to be prepared for his opponents' case. His speeches were delivered with an easy grace and skillfully constructed upon a logical sequence. Mr. Baldwin disarms his opposition by seeming to be a little challenge of their indictment; having just heard something unexpected, he proceeds laboriously to build his walls of defence.

This slow-moving and hesitating method has only many occasions irritated the more impetuous of his followers and misled many of his opponents, the former taking it as an evidence of indecision, and the latter as an indication of confusion. But many of Mr. Baldwin's critics are beginning to wonder if what they had heretofore taken to be a political innocent, stumbling by chance upon easy expedients, is not, after all, a very astute tactician and master of political devices. Of late his opponents have discovered that his innocent "safeguarding of industries" policy has brought Protection nearer to realisation in this country than would have been possible by the direct methods advocated by his experienced colleagues. He is in all respects, so far as his record goes, practical. He is no orator, for, indeed, he has told us that he has a suspicion of, if not a contempt for, oratory. Though he has never been able to equal, yet he endeavours to follow, the example of the late Lord Asquith in his precise use of language. Listening to recent debates that have taken place in the House, one could hear all the florid oratory coming from the Opposition benches, and slow, halting phrases from the Prime Minister, but the impression on reading Hansard the next morning was that the orators had their display, but Mr. Baldwin had the triumph.

and an unbroken chain of aerodromes at fifty or one hundred mile intervals such as the Belgians had laid down in their wonderful system of colonial air lines in the Belgian Congo. The Belgians, thanks to their magnificent organisation, had never yet had an accident. Lady Heath said that she carried with her a fine shot gun, a complete medical outfit, ten yards of mosquito netting, and eight frocks for all occasions. The machine was overloaded about 100lb., but she never had any difficulty in taking off, even at Nairobi, 6,000 feet above the sea.

Position Of British Aviation.

Sir Hamar Greenwood, M.P., said that the position of civil aviation in Great Britain was very serious. We had twenty commercial machines as compared with Germany's several hundred, and 2,000 miles of air routes as against their 14,000 miles. There was something wrong when the centre of the Empire was so far behind France, Germany, and America in this respect.

Air Vice Marshal Sir Sefton Branker said the reasons for the present position of British civil aviation were that we had little money because we were paying our debts, and were also in conflict with a good many vested interests. In Germany civil aviation was subsidised to the extent of 6d. per head of the population. In Great Britain the amount was equal to only 1d. per head.

THE GREATEST OF THEM ALL!

ACCLAIMED by the leading papers of London as the most wonderful picture ever produced! A simple human drama told with unequalled eloquence and technical brilliance!

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With

JANET GAYNOR

(Enchanting Star of "7th Heaven")

AND

GEORGE O'BRIEN



Produced for Fox Films by the celebrated German director, F. W. Murnau, at a cost of £1,000,000!

AT THE **QUEEN'S** TO-DAY TO SATURDAY

Times & Prices

At 2.30, 5.00 & 7.15.....£1.20, 80 cts. 60 cts. & 40 cts.
At 9.30.....£2.00, £1.20, 80 cts. & 50 cts.
Servicemen in uniform 60 cts. to Back Stalls and 40 cts. to Front Stalls at all shows.

HUMOUR and pathos in an intimate story of silk stockings—

WILLIAM FOX presents

ANKLES PREFERRED

MADGE BELLAMY

J. F. Macdonald—Lawrence Gray

AT THE **WORLD** TO-DAY At 5.10 & 9.20 Only. TO-MORROW AT ALL SHOWS.
TO-DAY at 2.30 & 7.15—Chinese Drama, "Love and the Fan."



AT THE **STAR** TO-DAY & TO-MORROW Continuous 2.30 to 11.15

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SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO. LTD.

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SOLE AGENTS—

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HONGKONG

ENGLISHMAN'S FOUR WIVES.

Bertram Ley Roberts, aged 48, clerk, was sentenced to 12 months imprisonment in the second division at the Old Bailey for bigamy. It was stated that he married at Cardiff in 1905 and had three children. In 1910, he went to Canada, and two years later "married" a woman in Victoria, Cairo "wife."

British Columbia. He became a staff sergeant-major in the R.A.S.C. in Egypt during the war, and in 1918 while in Cairo he "married" again. Returning to England he courted Miss Mary Allechin, a business girl, as a single man, and they were "married" in Kent in 1925. After two years of happy children. In 1910, he went to Canada, and two years later "married" a woman in Victoria, Cairo "wife."

A new

Summit Shirt

for Evening wear

Made of a fine longcloth body with soft finish French Pique Fronts, soft double cuffs to match, in three different patterns.

Just the shirt for Dinner and Dance these hot evenings—cut coat style too, — so such easier to get on and off.



Dress Collars,

1 1/2, 2 & 2 1/2 inches deep

All in quarter sizes—4 to every inch.
Try a quarter size larger than usual for extra collar comfort.

Mackintosh

MEN'S WEAR SPECIALISTS
ALEXANDRA BUILDING. DES VOEUX ROAD

The Ideal Summer Drink

ELBSCHLOSS BEER

Trays, Markers, Plying Cards

Given Free for

EVERY DOZEN QUARTS

SOLE AGENTS:

THE WING ON CO., LTD.
HONG KONG.



"How Healthy and Strong he looks!"

Sir Gilbert Parker, the distinguished novelist and statesman, writes:

"I have used Sanatogen with extraordinary benefit. It is to my mind a true tonic food, feeding the nerves, increasing the energy and giving fresh vigour to the overworked body and mind."

"A few weeks ago he looked quite ill—his nerves were all to pieces, and he was fatigued by the slightest exertion."
"Yes, but he has been taking Sanatogen since then, and it certainly seems to have worked wonders. His glowing cheeks, bright eyes and buoyant step simply radiate health."

There is no guesswork about Sanatogen's action. It really does all that it claims to do. A distinguished physician recently proved by actual tests on men and women that Sanatogen increased their vitality by an average of 23%. (See Medical Echo, Jan. 1926).

Sanatogen infuses into the blood and nerve-cells the vital elements—phosphorus and albumin—from which bodily health and nerve-energy are derived. It provides, in a natural manner, just that extra energy that makes life go with a swing.

SANATOGEN

The True Tonic-Food

When you feel nervous or run-down, take Sanatogen for a few weeks and feel the difference in your own health.
Obtainable at all chemists and stores.

SHANGHAI RUSSIAN CONCESSION.

HOW EMIGRES HAVE SETTLED DOWN.

THE SHOPS OF AVENUE JOFFRE.

NOW A POPULATION OF 9,500.

SHANGHAI, June 14th.

A certain section of the Avenue Joffre is now almost universally referred to as the "Russian Concession." The reason for the designation will be apparent to all from a stroll down the street between Avenue Dubail and Avenue du Roi Albert, and the impression will be confirmed that the Russian community is settling down to life in a way hitherto certainly undreamed of. Only two years have sufficed to create this new aspect.

Eight years ago there were 210 Russians in the French Concession of Shanghai, according to the census for that year by the French authorities. The census for 1925 gives the number at 2,338, which in itself shows a rapid increase in the population. But it should be pointed out that the actual numbers of White Russians in Shanghai estimated by those in a position to come into contact with all classes, from the destitute to the prosperous, are 9,500 at the present time. Of this number approximately 52 per cent. are men, and 32 per cent. women. Children make up the remaining 16 per cent.

The Absorption Point.

Old recollections of Shanghai so frequently stirred up in the processes of the city's extraordinary growth in the past decade, never fail to include the Russian emigre problem. Perhaps no place in the world was called upon to solve the human equation created by the uprooted nationals of the Russian Revolution more than Shanghai.

Such large numbers of exiled aliens, with many of their number entirely destitute, had to be absorbed into the life of a comparatively small community that the name of "White Russian" became synonymous with the arousing of charitable instincts of other foreigners, more fortunate. To-day the Russian community, though it still has its problems of destitute nationals, is beginning to get on its feet.

The shops in Avenue Joffre are but one of the many instances of the truth of this statement. Before elaborating, however, it should be pointed out that those whose daily task it is to meet dozens of Russians in dire need of assistance state emphatically that the limit of the absorbing power of Shanghai has just about been reached with the present 9,500 Russians in the city. Newcomers arriving from the north find that the heralded prosperity of their fellow-nationals here does not always work straightaway for them, and the benevolent societies and charitable organizations must give them assistance in leaving the "promising land," or less rarely, perhaps, in finding them suitable employment.

Like Shanghaianders Now.

The older established Russians in Shanghai begin to feel as one of their number explained recently like "Shanghaianders." This is brought out more conclusively still, not without its touch of pathos, too, in the younger generation. Numbers of Russian children, as their parents find the ways and means of attaining a moderate prosperity, receive their education in the Shanghai Municipal Schools and in the French Municipal School or private foreign institutions. Some of them are forgetting their own language, while acquiring a thorough command of English, force of circumstance being in many cases such as to make this inevitable. One recalls in this connection the Russian boy whose father was killed in the Revolution. The boy and his mother found their way after the great upheaval to Shanghai. Here in the course of time the mother married a man of Danish nationality, the boy being about eight years old at the time. His mother died not long afterwards and he continued to live with his new Danish relations. Ten years later, after having completed his education in the Municipal Schools, he had a good position in a local foreign firm. Not long ago he had business with one of his compatriots in charge of various of the interests of the Russian community here, and when that gentleman spoke to him in Russian, telling him that he remembered his mother, the young man apologized and asked him if he would mind speaking to him in English. This is by no means unusual, according to those in a position to judge of the details of life in the Russian community.

Next Sunday there will be a meeting of French Concession White Russian merchants to discuss plans for re-opening a Russian Chamber of Commerce which will act as a union or guild to foster the interests of Russian merchants in the community, and to discuss the ways and means for opening a small Russian bank.

It is estimated that between \$500,000 and \$600,000 worth of goods are sold monthly by these shops in the French Concession, and that approximately \$2,000,000 capital is invested in them. Moreover, several large Russian firms from Harbin, Tientsin and Tsingtao are completing their plans to open central shops in Shanghai in the autumn, the Avenue Joffre still to be the favoured street for their premises, although one well-known establishment, it is understood, will have quarters in the Sassoon building.

(Continued on next Column).

LONG ADJOURNED TRAFFIC CASE.

EUROPEAN LADY INJURED IN CAR ACCIDENT.

AGAIN REMANDED.

A long adjourned traffic case arising from an accident to a European lady, Mrs. Nowell White, of "Seaview," Wanchai Road, who was knocked down by a motor-car at Queen's Road East on Friday, April 6th, was again before Major C. Willson at the Central Magistracy. The lady received injuries which necessitated her going to hospital.

Owing to the absence of the driver the case has had to be remanded.

Mr. Nowell White who now appeared on behalf of his wife, was legally represented by Mr. D. L. Strellett, while the owner of the car was represented by Mr. F. E. Nash.

Mr. Nash pointed out to his Worship that the complainant was not in Court, and asked for an adjournment until such time as the latter could attend. The case was to come up at the Summary Court where a civil action was to be heard for damages, and the result would have great bearing on this case.

Mr. White, however, told his Worship that Mrs. White had received definite instructions in that it was unnecessary for her to attend the Court. She had come on a number of occasions and each time the case had been remanded. Mr. Strellett who arrived at this juncture, said that the present prosecution was by the Traffic Department, and that he wished to take over the prosecution.

After Mr. Strellett had again reviewed the case, the Magistrate said that the complainant should be present and that he would have to adjourn the case until next Monday.

Art And Religion.

The intellectual side of the Russian community is a many-sided affair.

There are a great many political organizations, and only a few devote themselves to the essentially local economical, charitable, and religious work. Such is the Russian Orthodox Confraternity, headed by Dr. Kazanoff, which is running the Russian Commercial School, assisted almost exclusively by foreigners, and the Russian Hospital, in Avenue Joffre.

There is the Russian Physicians' Association. They inquire into the qualifications to practise of all Russian doctors here, and an enormous amount of important and in some cases reformatory work is being done by them.

The Very Rev. Bishop Simon is the head of Orthodox Russians in Shanghai, and there are three churches here.

There are four local Russian newspapers, the oldest being the "Rossia" and the "Shanghai Zaria," both morning dailies, and an evening paper called "Echo."

Commercial Enterprises.

Going back to the shops in Avenue Joffre there are between 60 and 70 in the immediate district.

In the beginning very few had capital, and many were not tradesmen by training. They had for the most part foreign capital backing their small ventures and the results of their enterprise are self-evident.

For the most part these shopkeepers live above their stores or at the back in the case of smaller ones. They have no comrades as the method is found to be too expensive for their modest ventures. Their great difficulty is said to be that they have no Russian bank which can give them credit for consignments. When they buy from Europe they must pay cash, and they cannot buy through the bank as foreign firms can do for their convenience. This is substantially true for all the Russian shops except two or three of the larger ones.

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"SUNRISE."

A SUPER FILM.

"Sunrise," which will be screened at the Queen's Theatre to-day, is described by the London Daily Chronicle as a "veritable film triumph. The triumph, adds the London critic, has been dearly bought! It is stated by the producing company that "Sunrise" cost all of four million dollars (£1,000,000).

With four million dollars, the director of "Sunrise" has told us how a farmer, happily married, became infatuated with another woman and decided to drown his wife. That is all, as far as the story is concerned.

Where did the money go? In the first place, one of the "sets" built for "Sunrise" cost more than the capital of several of our British producing companies.

This "set" represents the heart of a great city. It is 154 acres in area. It cost \$200,000 to build. Another of the "sets" built for "Sunrise" was an artificial lake. It is just ten acres in area.

Another item in the cost was the transport to Hollywood of carpenters, architects, art directors, assistant directors, camera men and electricians from Berlin. 43 in all. They were taken to Hollywood by the German film director, F. W. Murnau, so that he might be in congenial surroundings.

The result is a picture more German in texture than anything that has yet come out of Germany, and the main characteristic of German pictures, during the past four years, has been an utter disregard to finance in an effort to achieve finality in film technique.

From that point of view, "Sunrise" is an unqualified success. It tells a simple story with unequalled eloquence. It discovers new phrases and a new philosophy of cinematography. Analytically, it presents human character more perfectly than has yet been done in any other picture.

Photographically, the best effect is the vision of mist rising from a marshland, as sinister as Dartmoor on a dreary day.

One of the camera men transported from Berlin was engaged merely to do these scenes because he is the best mist photographer in the world.

These are the human things in "Sunrise." They are far more important and likely to be far more appreciated than all the striving for a technical triumph than any one or all of the four million dollars spent in making "Sunrise" a motion picture miracle. Undoubtedly it is, but that is much more. It is a human document.

"Sunrise" will be screened at the Queen's Theatre until Saturday—performances starting each day promptly at the special times of 2.30, 5.00, 7.15 and 9.30.

STRANGE LETTERING.

Cinema-goers who may be puzzled at first by the use of crude rough edged lettering for the captions in "Sunrise" will be interested to know that this lettering is meant to be a subtle indication of the simple, uneducated characters of the protagonists, and the roughness of their environment—like dialect in a novel. The effect of the lettering grows on the spectator in a subtly curious manner as the story is unfolded.

Madge Bellamy, is the star of "Ankles Preferred" showing at the 3.15 and 6.30 performances to-day at the World. A girl in a modish shop gets into all sorts of trouble through her pretty ankles. At 2.30, and 7.15 p.m., the Chinese drama, "Love and the Fan" will be shown.

The vivacious Continental star, Lya de Putti, will be seen in "Buck Privates" at the Star Theatre to-day and to-morrow. "Buck Privates" is a comedy of the army of occupation in Germany after the war and Miss De Putti plays the daughter of a German general captured just before the Armistice by the soldier hero, played by Malcolm McGregor.

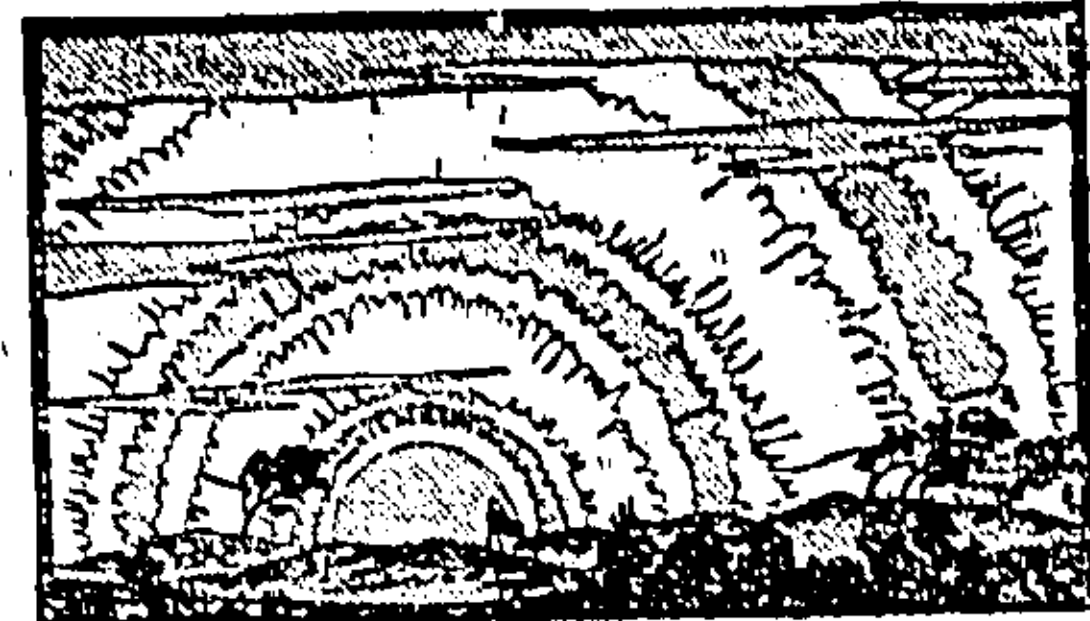
ROYAL SANITARY INSTITUTE.

SIX SUCCESSFUL CANDIDATES AT HONG KONG EXAMINATION.

The Royal Sanitary Institute, 60, Buckingham Palace Road, London, S.W.1, announces that at an examination for Sanitary Inspectors held at Hong Kong on March 27th and 28th, 1928, the following six candidates presented themselves, all of whom satisfied the Examiners as to their competence to discharge the duties of a Sanitary Inspector under the Public Health Act, 1875:

James Albert Bendall, Hong Kong.
George Highfields Bloom, Shanghai.
John James Carney, Shanghai.
John Christopher Howard, Shanghai.

Weevolode Wladimirovitch Michailoff, Shanghai.
James Anderson Stoddart, Shanghai.



"Tomorrow"

Here is a lovely heart-song, sung with that melting quality of voice that has made Gene Austin a national name. The accompaniment is orchestral, mellowed with plaintive Hawaiian strings. You will like these new releases. Come in and hear them—soon!

Tomorrow So Tired

No. 21329, 10-inch

GENE AUSTIN

When—Fox Trot With Vocal Chorus

PAUL WHITEMAN AND HIS ORCHESTRA

Just a Little Way Away From Home—Fox Trot With Vocal Refrain

NAT SHILKRET AND THE VICTOR ORCHESTRA

No. 21338, 10-inch

Lila—Fox Trot With Vocal Refrain

Hello Montreal!—Fox Trot With Vocal Refrain

WARNER'S PENNSYLVANIANS

No. 21333, 10-inch

Beloved—Waltz With Vocal Refrain

THE TROUBADOURS

Dream River—Waltz With Vocal Refrain

T.L. WEEMS AND HIS ORCHESTRA

No. 21339, 10-inch

Persian Rug—Fox Trot

Thou Swell—Fox Trot (from A Connecticut Yankee)

LOUISIANA SUGAR BARRE

No. 21346, 10-inch

S. MOUTRIE & Co., LTD.

Chater Road,

VICTOR DISTRIBUTORS.

New Orthophonic

Victor Records

MANILAN MURDERER'S FATE.

ELECTROCUTED FOR MURDER DURING RIOT.

PATHETIC LAST INTERVIEW WITH MOTHER.

MANILA, June 11th.—Rebelling against what he termed a "tyrannical condemnation" of the courts, but bravely and boldly facing the inevitable, Florentino Soriano, Constabulary private convicted of murder, died on the electric chair in Bilibid at exactly 3.11 p.m. to-day. He was the first Constabulary man to meet death by electrocution.

Soriano was brought from the death cell to the electric chair at 3 p.m., and the ceremonies before the execution, together with the strapping, took about 10 minutes. The termination of the execution was announced to Bilibid inmates through the usual taps sounded by six buglers.

The most pathetic scene ever enacted within the prison gates, according to prison officials, took place about 2 p.m. to-day when Soriano's mother, Andrea Mina, was taken to the death cell and talked to her son for the last time. The mother told her son to kneel before her, which Soriano did. While kneeling, the mother, with tears in her eyes, pronounced the last benediction on the doomed man. Then the mother embraced the son, hugged and kissed him and collapsed. All those who saw them shed tears, and Soriano's sister, Calixta, was on the point of collapsing.

At 1 p.m. Soriano wrote a farewell letter in which he bewailed his "unjust trial" and conviction, and another letter addressed to Director Victorio thanking him and all prison employees for the kindness shown to him during his imprisonment.

Florentino Soriano was convicted of murder in connection with the riot in San Fernando, Pampanga, on the night of May 23rd, 1926. He was found responsible for the death of one of two policemen who had been slain in the riot, and for the death of one of his comrades, Private Simen Selga.

Four persons, including two policemen, were killed in the riot, and seven were wounded, some fatally. The affair resulted from trouble in the cabaret between high school students and Constabulary soldiers. Before the encounter, Soriano had been humiliated by some students who prevented him from dancing with a ballarina. The soldier subsequently returned to his barracks and invited his companions to a free-for-all with the students. Nearly 30 soldiers marched out of the barracks, but not all of them participated in the onslaught.

All efforts to have Soriano's sentence commuted to life imprisonment proved futile. The heart of pardons, to which Soriano's plea was referred turned a deaf ear, and Governor General Stimson approved the board's action.—Manila Times.

KILLED AN UNWELCOME SUITOR.

MANILA GIRL'S JUSTIFIABLE HOMICIDE.

MANILA, June 12th.—Laura Virrey Rubio, nineteen-year-old admitted slayer of Patrolman Celestino Tionsgon, Meisio Policeman, was released from Secret Service' detention this morning. Assistant City Fiscal Mariano Albert, who had charge of the investigation, recommended the girl's release after hearing a plea of justifiable homicide in defence of honour.

Patrolman Tionsgon, according to the girl's story, was a married man, although not living with his wife. Saturday about 7.00 p.m., Laura Virrey was persuaded by Tionsgon to embark for a ride in a car. While driving along Tionsgon made unwelcome advances toward the girl and she plucked open a small pen-knife, inflicting a narrow penetrating wound in the officer's breast.

Manuel Sison, driver of the garage car, drove directly to the St. Luke's Hospital. Tionsgon was too weak to make any statement and died on the operating table at 8.15 p.m. The girl was arrested by the Secret Service and held at Luneta station.

Sison was temporarily detained as a material witness. The story by the girl-slayers on Saturday night was essentially the same as gleaned by the City Fiscal's office to-day.—Manila Times.

PHILIPPINE ISLANDS FINANCES.

HEALTHY CONDITION.

Indicative of the healthy condition of Philippine Islands finances, total income during the first four months this year was a clear P.2,000,000 more than the income for the same period last year. Insular Auditor Wright revealed to-day, states a copy to hand of the Manila Times.

Mr. Wright's figures showed that the first four months this year brought the insular government P.27,227,400.42, as compared with P.25,185,178.98 for the same period of a year ago.

This bigger income is to be attributed to increased taxation returns and bigger bureau earnings and other credits. From taxes alone, the government up to the end of April, this year, received P.20,897,022.01, whereas last year income from the same source was P.18,634,178.80, on an increase of over P1,000,000.

Total expenditures during the first four months this year amounted to P.28,323,330.20, as compared with P.24,444,813.02 last year at the end of the first four months to P.1,098,199.78 this year.

Mr. Wright has confidence in the final result of government operation this year.

MARSHAL LI TSAI HSIN FAVOURS NANKING.

AS CAPITAL OF CHINA.

ADMIRAL CHAN CHAK
ARRIVES FOR CON-
FERENCE.

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, June 18th.
Marshal Li Tsai Hsin has wired to the Nationalist Government at Nanking, urging that the seat of the National Government should be in Nanking and not at Peking. This is in direct accordance with the wish of the late Dr. Sun Yat Sen who always insisted that the seat of the Chinese National Government should be at Nanking. "As true followers of the great Tsungli," the Marshal said, "we should carry out his wishes."

In compliance with Marshal Li's urgent request, Admiral Chen Chak has arrived in Canton yesterday from the Southern districts of Kwangtung. The Admiral will participate in the military and civil conference now being called by Marshal Li. No news has been received as to the return of General Chen Ming Shu who is now in Hoikow with Mr. Gaston K. Wong.

A YOUNG GAMBLER'S END.

A young man about 20 years of age committed suicide yesterday morning at 11 o'clock by jumping from the 7th floor of the Sun Building on the West Bund, his body being literally broken to pieces.

The reason for the suicide is not known though it is believed to have been due to financial embarrassment. Prior to his jumping a young woman saw him leaning out in a most precarious manner and cautioned him to come in. The young man remarked that he was an acrobat and was used to "doing stunts." The woman thought that he was an actor of the Roof Garden of the Sun Company, Ltd., and paid no further attention to him. Later on two small boys saw the young man looking very despondent and heard him say to himself: "Gambling is a bad thing, far worse than the Great Deluge of old time or the most ferocious animals." He then nodded his head, sighed several times and began to cry, tears rolling out of his eyes in profusion. The two boys not finding the spectacle very cheerful soon left the verandah.

The young man jumped over immediately after the lady went in. It was most fortunate that he did not hit any one below, as the West Bund is one of the busiest parts of Canton and is always thick with people. The Police at once came to the scene and their inquiries revealed that the young man's name was Hung and he lived in Honam. He was very fond of gambling but apart from this no one seems to know anything about him. The Police found in his pocket \$2.40.

DISHONEST COOLIES.

PAINT STOLEN FROM NAVAL YARD.

Two Chinese coolies were charged before Mr. R. E. Lindsell at the Central Magistracy yesterday with the theft respectively of 84 cabbies and 190 cabbies of paint from the Naval Yard.

Evidence of an attempt made by the accused to smuggle the paint on board a launch bound for Stonecutters' Island was given by Indian constables of the Naval Yard.

A European officer of the Dockyard explained that it was a common ruse for things stolen at the yard to be taken to Stonecutters' and brought back again to the Hong Kong landing stage where the men were not liable to be searched like those passing through the Naval Yard gates.

The Magistrate sentenced one of the accused to three weeks' hard labour, and the other who was concerned in the theft of the larger quantity of paint to four weeks' hard labour.

EXPLOSION IN AN OIL TANKER.

TAIKOO DOCKYARD
FATALITY.

CHINESE FITTER'S DEATH
FROM BURNS.

YESTERDAY'S INQUEST
PROCEEDINGS.

An inquest was held at the Central Magistracy yesterday afternoon into the circumstances of the death of a Chinese fitter who died from burns following an explosion in the cofferdam of the s.s. *Wabasha* at the Taikoo Docks on the afternoon of the 7th inst.

Mr. R. E. Lindsell, sat as Coroner, assisted by a jury, and Mr. M. M. Watson (of Johnson, Stokes and Masters) is watching the case on behalf of Taikoo Dockyard. The s.s. *Wabasha* is an oil tanker and at the time was in dry dock at the Taikoo Dockyards undergoing repairs. The cause of the explosion is not known, but it occurred in the cofferdam of the vessel. The cofferdam is a compartment between the boiler room and the oil tanks. The deceased was detailed for pumping work in this compartment and apparently was just descending at the time of the explosion.

Dr. G. A. Thomas gave medical evidence to the effect that the deceased was brought to the Government Hospital suffering seriously from shock and burns. The man died the same day at 6.35 p.m. The witness remarked that the man was brought to the hospital efficiently wrapped in cotton wool which had been correctly applied. He was of opinion that the wounds had been caused by a gas explosion.

Li Siu, the Chinese fitter who worked with the deceased, said that they were both detailed for work on the s.s. *Wabasha* on the 5th instant when the ship was lying in mid-stream near Kowloon Bay. On the morning of the 7th instant they were again sent to work on the vessel which was that day taken into dry dock. He went down the hold in which the explosion finally occurred, and coming up remarked to the foreman that he smelt gas below. The foreman cautioned him regarding the danger of carrying a naked light. At the time when he was cautioned by the foreman the deceased was standing beside him and heard the caution.

Questioned by the Coroner the witness said that he did not take a light down below as the daylight was sufficient to examine the water pipe valve which they were to repair. He remarked that they came up to get the necessary tools and the deceased, he believed, returned to the hold. When he returned he found the deceased lying on the deck near the hatchway.

Chan Fat, the foreman in charge, said that he had received instructions from Mr. Eyle regarding the fitting of a new water pipe valve. This was on the 3rd instant and by the 7th instant the valve was ready. He gave instructions to the deceased and the last witness to go down and fix the valve. He did not specially warn them before they went down but gave definite instructions to all those under him regarding the danger of using naked lights.

The foreman contradicted the statement of the last witness and said that the daylight was not strong enough to carry out the repair work, but could not say if any one took lights down. The witness further remarked that he intended to lower a fan light into the hold later.

Master Plumber's Evidence.

Mr. John Russell, master plumber of the Taikoo Docks, giving evidence said that the s.s. *Wabasha* first came under his hands whilst in dry dock on the 7th instant.

In answer to an enquiry by the Coroner regarding the regulations and preventive measures adopted by the Dockyard, the witness replied that the Dockyard did not work on any oil tankers until they received a certificate from the Government Analyst. (He produced this certificate in Court.) At the time the vessel was in dry dock her tanks were empty, but the vessel had been carrying benzene.

Burning Figure Ascending Ladder.

About 1.30 in the afternoon of the same day he saw a great flare shoot out of the cofferdam and going to the hold he saw two sets of tools and a man's jacket. He at once realised that someone was in the hold and looking down he was

(Continued on next Column.)

HOLLYWOOD ROAD ROBBERY.

TWO MEN SEVERELY
PUNISHED.

A COWARDLY AND WANTON
OFFENCE.

In sentencing two Chinese to gaol for five years, the Chief Justice, Sir Henry Gollan, at the Supreme Court yesterday said that the men had committed a very cowardly and wanton offence against an old lady. The two prisoners were charged with robbing a woman named Wong San, of 136, Hollywood Road, of jewellery, two pawn tickets, two promissory notes and \$80 in cash. Both men entered a plea of "Not Guilty." The case for the Crown was conducted by Mr. H. Somerset Fitzroy.

In his outline of the case, Mr. Fitzroy said that the woman was living at 136, Hollywood Road. The second prisoner visited her on May 5th to rent a bed-space. A grand-daughter of the woman was also there that day, and after the necessary arrangements had been made, the man deposited \$3 and said that he would take up his tenancy the following day.

The grand-daughter would say, Mr. Fitzroy continued, that the first prisoner went there the next day and told her that he could not come to occupy the bed-space until May 7th.

On May 7th, three men went to the house, one of them was the second prisoner. The first and second prisoners then left, the third man (not in custody) remaining in the house. At about mid-day the second prisoner returned to the house with the other men, who bound and gagged Wong San at the instruction of the second prisoner.

The robbers then ransacked the house and took away the articles mentioned in the charge. They then decamped, and the old woman was set free by her grand-daughter who returned to the house about half an hour later.

The Police were at once notified and the prisoner was arrested in one house on May 9th, and the second man in another house on the following day. A small tin box was also found among the rafters of the house occupied by the first prisoner. This box was identified by the old woman as her property.

Counsel went on to say that the prisoner was put up for identification at once, recognised the second prisoner. The witness, however, failed to identify the first prisoner, having taken part in the robbery. They also make allegations against the Police of having beaten them. They did not complain at the time because they were afraid.

His Lordship asked Sergeant Rozakewy if the prisoners had been beaten. The sergeant replied that he did not see the prisoners being ill-treated.

The men then explained to the Court that they were beaten by Chinese detectives. His Lordship pointed out to them that it was quite easy to make the allegation, and asked the prisoners why had they not complained when they were before the Magistrate.

His Lordship said that he would leave that question to the jury to decide.

The jury retired for a short interval and brought in a verdict of "Guilty" against each of the prisoners. Both men were then sentenced to five years' hard labour.

amazed to see the deceased climbing slowly up the ladder. His clothes were on fire and his body was badly burnt. The witness assisted him when he reached the deck and after phoning for the ambulance laid him on a stretcher. The hatch was full of smoke.

The witness also remarked that he did not think the deceased was at the bottom of the hold at the time of the explosion as he would not have been able to climb the ladder. He was of the opinion that he was just descending at the time. When asked by the Coroner his opinion of the cause of the explosion the witness replied that it was a question for an expert. He agreed, however, that a naked light might have caused the explosion.

The hearing was adjourned until Thursday afternoon.

The S.S. "Wabasha."

The s.s. *Wabasha* is a German oil tanker, and was chartered by the Asiatic Petroleum Company to carry benzene. She is owned by the Atlantic Tanker Company of Germany.

CHILD STEALER'S PUNISHMENT.

LONG SENTENCE AND
THE CAT.

HIS CONFESSIONS AND
DENIALS.

ACCUSATIONS AGAINST
THE POLICE.

A case with many unusual features was heard at the Criminal Sessions yesterday morning before Mr. Justice P. Jackson when a Chinese named Tam Chi was charged with stealing two small boys, aged 8 and 6 respectively, from their home at No. 20 Temple Street, Yaumati, on December 20th, 1927.

Another man, Li Sam, was indicted on the same charge, but the case against him was taken separately.

Prisoner in the first case was said to have confessed his share of the crime to a relative, saying that he had helped to sell the two boys in Canton and was given \$100 for his trouble. This confession led to his arrest, but in evidence yesterday he denied that he had said any such thing to his relative. He also accused the Police of having beaten him and forced him to confess.

Mr. C. G. Alabaster, K.C., prosecuted for the Crown, and in outlining his case said that the children lived with their parents in Temple Street. There were other tenants in the same house and among whom was the prisoner. This man occupied the verandah. He was friendly with the two boys and frequently played with them. He disappeared at noon on the day that the two lads were missing.

The two boys were given a few cents to go and buy sweetmeats. It was then about 2 p.m. An hour later the boys were seen near the railway bridge by a small girl who lived next door. She saw the boys being carried away in the arms of two men. The children did not return and when dusk came the parents went out to search for them. They enlisted the assistance of a man who was related to the prisoner by marriage. They searched high and low and the children were still not found. The relative of the prisoner assured the parents that he would continue to keep a look-out for the two boys.

This man, the relative of the prisoner, went up to Canton in February and on the sixth of that month, he met prisoner on the Bund. He tried to induce prisoner to return to Hong Kong, but he refused. The prisoner was next seen by his relative on April 5th at Bonham Strand, Hong Kong.

Continuing, Mr. Alabaster said that evidence would be called to show that the relative had asked prisoner if he had any share in the disappearance of the two boys, and that the prisoner had replied in the affirmative. He also told his relative that there were three persons concerned in the kidnapping. The boys were at first carried to a house at Shamshuipo and then taken on board the s.s. *Charles Handoin* which sailed for Canton the same evening.

Prisoner's Defence.
Giving evidence prisoner denied the charge. He further denied having made the confession to his relative. He said that on December 20th last, he suddenly decided to return to the country. He was in his village home until April 15th. Upon his return to Hong Kong he stayed in a house at Lai-chikok. On May 2nd he met the father of the boys who at once seized him and questioned him about the boys. He denied he had kidnapped them and was thereupon set upon by three men. The Police arrived and forced him to make a statement because they also beat him. "I was made to say what I had said and it was a coincidence that the children should disappear on the same day," he concluded.

After his Lordship had summed up, the jury retired and returned a verdict of guilty on both counts. Prisoner was then sentenced to three years' hard labour on each count, the sentences to run concurrently, and was also ordered to receive 12 strokes of the "cat."

(Continued on next Column.)

CORRESPONDENCE.

"S.C. TRADE PROTECTION
ASSOCIATION, LTD.,
FORTY SHROFFS."

(TO THE EDITOR OF THE "HONG KONG
DAILY PRESS.")

Sir,—I have read, with something like dismay, the paragraph in your edition of Saturday, June 16th, 1928, headed as above and, although I most strongly dislike writing to the newspapers and signing my name, which savours of a certain desire for advertisement, I do feel that an injustice will be done if I do not write immediately in this case.

I have no particular interest in Mr. Haynes or his Trade Protection Association, but I do feel that the legal profession, by reason of the fact that they are a profession and by reason of the absolute privilege they enjoy when addressing the Court, are under an obligation to see that no injustice is done or should fall on other people: no opprobrium incurred, unless it is absolutely necessary.

As most people know, the Summary Court on Friday mornings is merely a time for fixing dates. The proceedings are largely *ex parte* and many of the cases are handed to the advocates at the last moment, and the various solicitors are at the mercy of the instructions they receive. When ultimately these cases are on for hearing, one side or the other must win, i.e., 50 per cent. of the parties must be in the wrong. It would be, to my mind, much better if this morning were treated as in Chambers, and newspaper reporters not present.

Now, take the utter injustice of the report in your paper of the 16th inst., remembering always that the case in question cannot be heard until the 27th inst.

It starts: "Mr. Russ imparted an interesting piece of information yesterday, etc., etc." Now what are the real facts? A solicitor is instructed, goes into Court, and in this case had to apply for an early hearing and, on the same instructions, I should do it again, but to say I imparted information as though I were a witness on oath is utterly misleading.

The last paragraph of this article contains an innuendo which is completely unjust. "Mr. Russ replied that the plaintiff was in a very anxious state of mind and thought the sooner he got his money back the better it would be for him."

How, different from what I actually said, "the plaintiff is extremely anxious to get his money back at once," as he is, for possibly the same reason as many a person is who has drawn a cheque on the Hong Kong and Shanghai Bank.

This report is unjust and may do injustice unless it is corrected and a paper of your standing would, I am sure, correct it at once. Yours, etc.,

C. A. S. RUSS.

Hong Kong, June 18th, 1928.

NO EVIDENCE AGAINST THE OTHER MAN.

POLICE AGAIN ACCUSED.

The case against the other man, Li Sam, was proceeded with in the afternoon. The charges against him were similar to those on which the first prisoner was convicted.

Prisoner at the commencement of the proceedings was asked if he wished to challenge any of the jurors. He said that he had no objection to anyone of them, but wondered why there was no jury from Yaumati. (Laughter.)

Addressing the jury, Mr. Alabaster said that he would not detain them for many minutes. He had gone into the evidence very carefully and had found that there was no evidence on which the jury could convict. The Attorney General had concurred with him in this and he would therefore offer no evidence against the prisoner. He would leave the case in his Lordship's hand who would no doubt direct the jury to return a verdict of "not guilty."

His Lordship (to the jury): Having heard what the learned counsel for the prosecution has said, I have no alternative than to direct you to return a verdict of "not guilty."

The jury returned a verdict in accordance with his Lordship's direction, and the prisoner was discharged.

Prisoner, however, refused to leave the dock saying that although he was a free man, he still desired compensation for the beating he had received from the Police. He alleged that he had been assaulted by the police and asked if there was no redress.

His Lordship: You can take action in the proper quarter.

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CHANG TSO LIN'S SUCCESSOR.

JAPANESE DISARM NORTHERN TROOPS AT SHANHAIKWAN.

NANKING APPOINTS NEW FOREIGN REPRESENTATIVES.

NATIONALIST ANNEXATION OF MANCHURIA.

A *Reuter* cable from Mukden announces that Chang Hsueh Liang has been appointed Tupan of Fengtien in succession to his father. This presumably may be taken as conclusive evidence of Marshal Chang Tso Lin's death. Though frequently reported before, the earlier messages have all been from Japanese or Nationalist sources, while until now the Mukden authorities have shown a very marked degree of reticence. The Japanese Government is reported to be backing the claims of General Chang Tso Sheng.

General Yen Shih Shan is giving very serious consideration to the annexation of Manchuria, either by negotiations or, if necessary, by armed force. He has sent a delegation to Fengtien to open negotiations with Chang Hsueh Liang. He is also concentrating forces along the Peking-Fengtien Railway so that he may be ready to attack the Fengtienese, should his delegation fail in their mission.

Meanwhile a certain number of Northern troops, who were making their way towards Mukden, have been disarmed by the Japanese at Shanhaikwan, a measure which Japan has announced as her policy for some little time.

CHANG'S SUCCESSOR.

[THROUGH REUTER'S AGENCY.]

MUKDEN, June 18th.
Chang Hsueh Liang has been appointed Tupan of Fengtien in succession to his father, Chang Tso Lin.

TWO CANDIDATES.

(Wah Tsz Yat Pao.)

SHANGHAI, June 18th.
The Japanese Government intimates that General Chang Tso Sheng be appointed to succeed to Marshal Chang Tso Lin's position. However, Chang Hsueh Liang insists on succeeding his father. He has engaged a number of Japanese advisers in order that they may support him, and gain favour with Japan.

CHANG TSO LIN'S DEATH.

(Tsun Wan Yat Pao.)

SHANGHAI, June 18th.
A telegram from Dairen reports that Marshal Chang Tso Lin died of his wounds on the evening of the 9th inst.

ANNEXATION OF MANCHURIA.

(Tsun Wan Yat Pao.)

SHANGHAI, June 18th.
General Yen Shih Shan despatched a delegation to Fengtien yesterday for the purpose of negotiating with Chang Hsueh Liang and Yang Yu Ting regarding the annexation of Manchuria by the Nationalist Government.

READY TO ATTACK FENGTIEN.

(Tsun Wan Yat Pao.)

SHANGHAI, June 18th.
General Yen is concentrating his forces along the Peking-Fengtien Railway in readiness to start an attack on the Fengtienese if attempts to come to an understanding meet with failure.

FENG WAITS FOR CHIANG.

[THROUGH REUTER'S AGENCY.]

PEKING, June 18th.
Yen Shih Shan has telegraphed to Nanking asking for three days' leave as he is tired, both mentally and physically.

Feng Yu Hsiang has wired to Yen Shih Shan stating that he is waiting at Taokow in North Honan for Chiang Kai Shek, when they will both come to Peking.

EN ROUTE TO PEKING.

(Tsun Wan Yat Pao.)

SHANGHAI, June 18th.
Marshal Chiang Kai Shek returned to Nanking yesterday afternoon. He will probably proceed to Peking shortly.

Marshal Feng Yu Hsiang will also proceed to Peking to confer with General Yen Shih Shan regarding military problems.

REPRESENTATIVES ABROAD.

(Wah Tsz Yat Pao.)

SHANGHAI, June 18th.
The Nationalist Government has made wholesale new appointments of diplomatic Ministers and representatives abroad. Mrs. Cheng Yuk Shiu is appointed as Minister in France and Mr. Yin Yu Kang, the Minister in Japan. Other new appointments will also be made to fill the positions vacated by Mr. Chu Chao Hsin in Italy and Dr. W. W. Yen in England.

JAPANESE DISARM NORTHERNERS.

[THROUGH REUTER'S AGENCY.]

PEKING, June 18th.
A message from Chinwangtao says that Japanese troops at Shanhaikwan have disarmed a number of Northerners who were retreating to Mukden.

TSINAN SETTLEMENT TERMS.

(Wah Tsz Yat Pao.)

SHANGHAI, June 18th.
According to a report from Tokyo, the attitude of the Japanese Government towards the settlement of the Tsinan affair is defined in the following points:—

(1) In accordance with the appendix of the Washington Protocol, a municipal government controlled by the Powers concerned should be set up in Tsingtao which will then be absolutely free from Chinese interference nor will any Chinese troops be admitted to the Tsingtao area.

(2) As the Chinese Government has not hitherto paid to Japan anything in the way of principal or interest for the money invested by Japanese for the construction of the Tsingtao-Tsinan Railway, the Japanese Government should reserve the right to control the transportation and audit departments of the Railway Company.

BRITISH VESSELS FIRED ON.

Further firing on British steamers is reported in Naval Wireless messages received from the Yangtze yesterday. Both the a.s. *Kintang* and the a.s. *Chinkwang* were fired on by bandits on the shore when the steamers were near Anping.

ATLANTIC AGAIN FLOWN.

"FRIENDSHIP" LANDS IN WALES.

NOTES DROPPED TO LINER.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, June 17th.
After nearly a fortnight's delay occasioned by bad weather and the necessary preparations, the Fokker seaplane *Friendship* took off from Trepassey, Newfoundland, to-day, for Ireland.

The Transatlantic flight is sponsored by Mr. George Putnam, the well-known publisher, who has engaged Mr. Wilmer Stultz to fly the plane.

A notable feature of the flight is the fact that Mr. Stultz will be assisted by Miss Amelia Earheart, of Boston, an experienced woman pilot.

The plane is three-engined and is fitted with pontoons.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th.
The *Friendship* circled twice above the liner *America* at 10.30 this morning, at a point 72 miles east of Queenstown.

The aeroplane dropped notes for the liner, which fell into the sea.

LATER.

The *Friendship* landed at 12.40 p.m. at Buryport, near Llanelli. Short Of Fuel.

The *Friendship* alighted close to the shore between Buryport and Llanelli owing to shortage of fuel. She will proceed to Bristol when she has refuelled.

DISSENSIONS IN EGYPT.

FINANCE MINISTER RESIGNS.

[THROUGH REUTER'S AGENCY.]

CAIRO, June 18th.
The Liberal Finance Minister has resigned, thus confirming the rumours that Cabinet dissensions are still rife and portending the end of the Coalition. Al Ahran declares that the Wafd are ready to assume the whole responsibility of power.

BREMEN FLIERS' JOURNEY.

[THROUGH REUTER'S AGENCY.]

BREMEN, June 18th.
The Transatlantic fliers Captain Koehl, Baron von Huenefeld and Commandant Fitzmaurice have arrived here en route for Berlin.

NEWFOUNDLAND'S NEW GOVERNOR.

SIR JOHN MIDDLETON'S APPOINTMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, June 17th.
His Majesty has approved the appointment of Sir John Middleton as Governor and Commander-in-Chief of Newfoundland, in succession to Sir William Lamond Allardice, who has been Governor since 1922.

NETTUNO CONVENTION.

LONG STANDING QUESTIONS TO BE SETTLED.

[THROUGH REUTER'S AGENCY.]

BERGAMO, June 17th.
M. Marinovich, the Yugoslav Premier, and Foreign Minister, has tabled a Bill providing for the ratification of the Nettuno Conventions with Italy. The long delay in the ratification of the Convention has largely caused the strained relations which led to the recent excesses all over the country.

"SOUTHERN CROSS" FLIERS HONOURED.

KING AWARDS AIR FORCE CROSS.

[THROUGH REUTER'S AGENCY.]

SYDNEY, June 17th.
It has been announced that the King has awarded the Air Force Cross to Captain Kingsford-Smith and Mr. Charles Uim, the Australian aviators, who flew the *Southern Cross* across the Pacific from the United States to Australia.

MUTINY IN GREEK FLEET?

SPREAD OF TOBACCO STRIKE.

SEVERAL RIOTERS KILLED.

[THROUGH REUTER'S AGENCY.]

ATHENS, June 18th.

The tobacco workers strike has taken a yet more serious turn following the riots last week, when a striker was killed and a number wounded by the Police.

It has now spread to Dedengatch and Grevena, and bakers' assistants have come out in sympathy in Salonika, where the strikers have damaged the Waterworks.

The authorities are protecting the Power House and other public services, in view of the threat of a general strike.

BELGRADE, June 18th.

The newspaper *Pravda* publishes a report from Salonika stating that the First Squadron of the Greek Fleet at Mytilene has thrown in its lot with the strikers.

Collisions have occurred between the strikers and the Police in Salonika, Drama, and the Piraeus. Several have been killed and many injured at Drama.

AEROPLANE MADE FOR TWO.

HONEYMOON COUPLE'S 8,000 MILES.

BRIDE WITH A HANDFUL OF LUGGAGE.

Flight-Lieut. R. R. Bentley and his bride, to marry whom he had flown 8,000 miles from London to South Africa, arrived at Croydon Aerodrome, after making a honeymoon flight from Cape Town to London in a tiny two-seater light plane.

Last year Lieutenant Bentley won the Britannia Trophy for the most meritorious air performance of the year by flying single-handed from London to Cape Town in a month. His tiny plane was christened *Doris* after his future wife. On arrival in South Africa he was married, and Lieut. and Mrs. Bentley started to fly back to London on their 8,000 miles aerial honeymoon. On their way they met Lady Heath (formerly Mrs. Elliott Lynn) at Bulawayo, and their two machines flew in company over the heart of Africa.

A Chilly Arrival.

"I have only a handful of luggage," Mrs. Bentley said when the machine arrived, "as our little plane will not carry much besides ourselves," but the wonderful journey has made up for that, and we intend to fly back to South Africa in the autumn.

"We have flown over tropical jungles and waterless deserts, following in a 30 h.p. light plane the same route that Sir Pierre Van Ryneveld blazed through Africa in 1920 on his 750 h.p. Vickers Rolls Royce biplane.

"I have learned to fly our little plane during the honeymoon flight, and have taken over the controls from my husband on several occasions while in the air. My chief impression of the flight has been the bitter cold on the flight from Paris to Croydon. I would rather fly over the African deserts, where at least it is warm."

Lieut. and Mrs. Bentley left Croydon after a few minutes for Stag Lane, and later were to fly to Norfolk to visit Mrs. Bentley's parents.

RAT-RIDDEN HOUSE.

DEATH OF CHILD WHICH COULD NOT SLEEP IN COT.

At an inquest at Deptford, S.E., on Alice Cullen, aged seven weeks, of Rock-grove, Bermondsey, who was suffocated while in bed with her parents, the mother said that it was impossible to leave the child in a cot, as the house was running alive with rats and it was unsafe for the child to sleep alone. The rats ran over the beds all night.

In reply to the coroner, Major Whitehouse, the mother said that the sanitary inspector had visited the house and the authorities sent her "some sticky stuff on a board" to catch the rats.

Recording a verdict of Accidental Death, the coroner said that he realised the parents' difficulty. The father said that the house belonged to Bermondsey Borough Council and he had been trying to get it put into decent repair for some time. "My wife and myself are in and out of bed all night trying to keep the rats off the beds of the other two children," he added.

PLANE SIGHTED BY NOBILE.

NO SIGN OF "ITALIA" PARTY.

"HOBBY" RETURNS TO NORWAY.

[THROUGH REUTER'S AGENCY.]

ROME, June 17th.

Some little apprehension is felt at an entire lack of news from the survivors of the *Italia* disaster, no wireless messages having been received by the base-ship *Citta di Milano* all day yesterday.

Meanwhile, a thick fog is preventing the Norwegian pilots, Larsen and Holm, from reconnoitring aerially.

Plane Sighted.

Oslo, June 18th.

The *Italia's* base-ship, *Citta di Milano*, has telegraphed to the Italian Legation that Riser Larsen flew over the position where General Nobile was supposed to be but saw nothing.

Simultaneously Nobile wirelessed that he saw the aeroplane.

The relief ship *Hobby* is returning to Norway. The search for the *Italia* is being pursued by the steamer *Braganza* with two aeroplanes and two seaplanes.

CHINESE AND BRITISH INDUSTRY.

ENGINEERING APPRENTICE-SHIP SCHEME.

A scheme to get Chinese students to England to study engineering and business methods, so that they may go back to their own country and recommend British goods, is being arranged by Mr. Joseph Baillie, organising director of the Institute of Technical Training in Shanghai, who has just arrived in London, says a home paper.

For some time engineering firms have been urged to take Chinese apprentices and pupils from the point of view of getting them to know about British products, but this is the first organized scheme on a large scale. The students whom Mr. Baillie is trying to take to England are now in the United States.

Mr. Baillie told a newspaper representative that the students would pay their own passages, but that he expected the firms concerned would give them full wages for the work they might do. The men are from 21 to 28 years of age.

Asked if this scheme would not cause additional unemployment to Englishmen whose places would be taken by the Chinese, he said: "I consider that this would be more than made up for by the publicity that the students would give to England on their return. For example, one such student who worked in an engineering firm in America went back and became the head of the Nanking Arsenal. When machinery was needed, the order was to have 'made in Germany' many, but the Director stipulated that it should be bought from the firm with whom he had worked in the States."

Mr. Baillie added that there was much anti-British propaganda in China now, and that his method was, in his opinion, the best for overcoming it.

A MORRIS SEVEN.

SECURITY AT COWLEY WORKS.

[THROUGH REUTER'S AGENCY.]

LONDON, May 29th.

An important development in the British motor-car industry will take place shortly when a 7-h.p. Morris car will be placed on the market.

Extraordinary secrecy has been maintained regarding the car, which is being built outside the Cowley factory. Tests were carried out at night on lonely country roads, the car being equipped with a dummy radiator. To cheat prying eyes the car was carried from the building shop on a trolley.

Until yesterday only four people in Britain knew of the existence of the car, which is regarded as a challenge to the new Austin car's supremacy.

This new class of Morris car will have four cylinders, overhead valves and four-wheel brakes. The price has not yet been fixed.

TEXTILE WORKERS' STRIKE.

TWO LANCASHIRE FIRMS RESUME.

NEGOTIATIONS RE-OPEN.

[THROUGH REUTER'S AGENCY.]

LONDON, June 18th.

The Secretary of the National Union of Textile Workers announces that an agreement has been reached with two Lancashire firms, whose employees will accordingly resume work immediately.

The 5,000 dye workers who are striking represent less than five per cent. of the workers in the industry.

The bulk of the workers are represented by five other Unions which will resume negotiations to-day.

JUDGE'S REBUKE TO WOMEN JURORS.

WISH TO BE SPARED AN UNPLEASANT CASE.

A jury which included three women was being sworn in a case of an unpleasant character at the Old Bailey on May 22nd, when the foreman informed the Recorder, Sir Ernest Wild, K.C., that all the women jurors wished to be excused from serving.

"I do not see why the women of the jury should be released," said Sir Ernest. "This is a case affecting the honour of children, and I should have thought that women were the proper persons to serve."

Sir Ernest turned to the women jurors, and added: "If you do not wish to do your duty as citizens I will release you. Do you desire to be released?"

A woman juror: We all do.

The Recorder: Very well, then, you shall be released, but I think your decision is deplorable.

The three women then left the box and three other jurors—two women and a man—took their places.

Sir Ernest asked the women if they had any objection to doing their duty as citizens.

"No, my lord," replied one. "I have no objection whatever to doing my duty as a citizen, if the men of the jury do not object and think it will prevent them from having open discussion."

Sir Ernest: I do not think the men members of the jury will feel any unpleasantness. If the charges in the case were with regard to girls, I should not give you women any option. If Parliament says you are to do your duty you must do it. I should have thought this was a case where women could be of the greatest assistance. Women have as much knowledge as men whether children are telling the truth—perhaps more. One of the comforts of having women on a jury when children are concerned is that two points of view are brought to bear on the case.

FORTH ROAD BRIDGE.

COMPLETE THROUGH ROUTE TRAFFIC PLAN.

EDINBURGH.
The survey of the proposed road bridge, a mile long, over the Forth of Forth to deal with the increasing road traffic on the east coast of Scotland, will be completed in the early autumn.

It is believed that when the Ministry of Transport issues the report on the survey it will suggest that the bridging of the Forth of Forth and the bridging of the River Tay at Dundee should come under one big joint scheme. The estimated cost of the Forth road bridge is in the neighbourhood of £4,000,000 and that of the Tay about £1,000,000.

Now that a new bridge has been built over the Tweed at Berwick, it only requires the Forth to be bridged to enable traffic to have a through route over the entire length of Scotland. At present motorists wishing to get into Fife have either to rely on the ferry which may keep them waiting for several hours or make a detour of 35 miles to Stirling.

The Forth scheme provides for a suspension bridge a few hundred feet longer than the present railway bridge, which is 8,265 ft. long; three main piers, two centre spans each of 2,400 ft., and a road 66 ft. wide, including footpaths.

FOUR PROTOCOLS SETTLED.

TREATY OF SECURITY AND FRIENDSHIP.

AFGHANISTAN AND PERSIA.

[THROUGH REUTER'S AGENCY.]

TEHRAN, June 17th.

Persia and Afghanistan have exchanged four Protocols completing the negotiation of a Treaty of Security and Friendship.

The first lays down the principle that in case of war being threatened with other countries, the contracting parties will endeavour to find an amicable settlement.

The second guarantees mutual economic assistance.

The third arranges for the establishment of land, postal and telegraphic communications, grants Customs-free facilities, and allows most-favoured nation treatment to the subjects of one country living in the other.

The fourth arranges for extradition in the case of non-political offences.

The Protocols are similar to the first three exchanged between Persia and Turkey relative to the Treaty of April, 1923.

As the result of the negotiations, the Legations at Kabul and Teheran have been raised to the status of Embassies.

TWO SISTERS KILLED ARM-IN-ARM.

LONDON "RUSH" HOUR TRAGEDY.

FALL BEFORE LORRY.

Returning from work during the rush hours at noon, two London sisters, Kate Bedell (19) and May Bedell (16), were knocked down and killed by a steam lorry near the tramway junction opposite King's Cross Tube Station.

The sisters, who lived with their parents at 41, Manchester Street, Gray's Inn Road, met their deaths before the eyes of scores of people.

With a companion they were crossing the road, arm-in-arm, and had negotiated a line of traffic coming along Euston Road when they fell in front of the lorry, which was passing out of St. Pancras Road.

Terribly injured, both girls were taken to the Royal Free Hospital, but they died soon afterwards.

The younger sister, who was employed by Messrs. Vincent and Brook, of Drury Lane, narrowly escaped death at approximately the same time last year, when a fan-lift fell on her. Her injuries then were so serious that she was not expected to live.

Relatives Dazed By Blow.

The relatives of the girls were dazed over the tragedy. A brother, who identified the bodies, said:—

"The first shock was terrible, and I collapsed when the face of one was uncovered and I recognised my sister. I thought the other girl was her 'pal,' and it was not until the police, who saved me from falling, took me round to the Royal Free Hospital that I discovered that the second girl was my sister, too."

"By the time I got home I found the news had already been broken to my mother, and a crowd of people had collected."

"I am afraid my mother will never get over the shock, for she isn't strong, and she thought the world of them. They were the youngest of the family of five."

Mother's Grief.

"Katie was going back to her work in a laundry, and her tea of bread-and-butter with her, and Maggie had gone with her to buy some stockings in Somers Town. They had only left home a few minutes when the accident happened."

Mrs. Bedell was too overcome to say anything. Sobbing bitterly, she entered the house at this point, accompanied by her husband and eldest daughter, Nellie, both of them very red-eyed and dazed.

"We all felt we could not stay in the house, and had to go out," explained the brother. "An aunt has come over to see to things, because we are really too stunned to think of anything."

An elder brother, Fred, was almost an eye-witness of the accident. "I was returning from work," he said, "when a man told me there had been a nasty accident round the corner."

"I saw two bodies covered with blankets lying in the road, and I watched them being lifted into the ambulance. Then I turned round and saw a girl crying, and recognised her as my sister's friend. I asked her what had happened, and to my horror she told me they were my sisters."

GOLF NOTES.

[By R.H.H.]

Fanning offers on two of the holes an entirely new set of problems to the harassed golfer these days. The holes are the 11th and 13th and the problem is created by large patches of top dressing, exactly where as a rule one expects one's drive to pitch. Not only that, but the dry weather last week had turned the dressing to a fine dust, so that the whole fairway became practically one enormous bunker. It certainly made one think hard before playing the tee shot. At the 11th for instance there were only two ways of missing the shot, unless one counts also missing the shot. One was to play well out to the right, almost parallel with the 10th fairway, but this left one such an impossibly long distance from the green that it was barely worth doing. The other was to have a bit of a joy shot, and hope to find the 12th green, or at least something fairly reasonable round about there. This shot was much more fun to plan than to play, as it always finished in some incredible place in among the trees. When all is said and done, the best plan was to hit the ball straight, with as much carry as possible. Once it pitched it stopped dead, and the second shot had to be very accurately struck if it was going to be any use at all, but there was not really much else to be done.

Sandy's Pulpit was also rather puzzling, with dressing covering the complete slope up to the green. To the giants, if there were any, who could carry the full distance to the green, there was of course only the question of stopping the shot. The rest had to choose between a long pitch from grass at the bottom of the slope, or a short one from the dust. In either case one had to pitch right up on the green, as no shot which hit the dust ever seemed to move again: it paralysed a shot much more completely even than the ploughed field stuff we have been playing over for the last week or two.

Apart from everything else, and really more potent, was the mental hazard side of the question. Having made up one's mind after due consideration exactly what shot would have the least unpleasant results, it should have been perfectly easy to play the thing. Yet one hooked and sliced into bunkers even more viciously than when one had a full shot for the green.

Those who adopted the policy of playing short had even more devastating results. When one is used to playing a full shot from some tee, it is astonishing how difficult it is to play a shorter shot reasonably. Either one spares it quite absurdly, and puts it into trouble almost at one's toes, or else gives it too much, and just reaches exactly what one meant to avoid. Either is about enough to make one want to give up the game.

If one's life, hardly one's whole life but the golfing part of it, had to be spent in some Lotus land, most people, I imagine, would break away from the Tennysonian tradition even at the risk of spoiling the metre. A fanning in which it seemed always afternoon would have even fewer players than at present. After tea is a very proper time to choose, and would probably be the most popular, though there is a lot to be said for an early morning round. When fanning produces a grey morning, in the early hours, the course looks quite perfect. In this world unfortunately one has to consider such things as worm casts, which become annoying when one is playing a serious round. Apart however from the inevitable condition of the course, the early morning should be the best time for serious golf: the evening, when one is at least a little tired, the time for the more sociable and often more pleasant fourball.

The paragraph appearing in yesterday's paper even further emphasises the attraction of doing a hole in one. Apart from the thrill of the feat, to receive a bottle of whisky and a Bauman drawing as a rather more permanent record is very pleasant. Johnnie Walker is generous in this for many of the prizes offered for this feat apply only to competition rounds.

LAWN BOWLS.

CONCLUSION OF PRELIMINARY ROUND.

FIRST ROUND RESULTS.

After a fortnight's extension owing to inclement weather the preliminary round of the Open Singles Championship of the Colony has been concluded, and for the next few weeks interest will be centred in the ties in the first round proper.

Some good play was witnessed in the preliminary round, which furnished a few surprises. There was only one walk-over, this being conceded to T. Magill by L. E. Lammer owing to the exigencies of business. The games between Lapsley and Russell, Whyte and Farrell, A. Macfarlane and Bradbury, and Johnston and Henderson were all remarkably close.

The following is the list of results in the preliminary round:—
A. Chapman beat A. Hevey.
J. Fraser beat J. McKelvie.
E. Ecclehall beat A. R. Whibley.
J. Magill walk-over from L. E. Lammer.
N. Drummond beat W. Greig.
J. A. Lindsay beat A. Murdoch.
R. Sutherland beat L. J. Davies.
A. Macfarlane beat B. W. Bradbury.
J. J. Whyte beat P. Farrell.
W. Macfarlane beat W. Gleadin.
G. McCleod beat H. Overy.
J. B. Archibald beat J. Clark.
W. Russell beat H. Lapsley.
J. H. Johnston beat G. Henderson.

First Round Ties.

The following is the full draw for the first round, showing results of ties up to date:—

C. J. Tachi v. A. W. Grimmit.
F. Cullen walk-over from W. J. F. Gorvin.
E. W. Hogbin beat D. Muir.
G. Moss v. D. F. Warren.
L. J. Whant v. H. G. Cooper.
H. Nish v. W. Hill.
J. Chalmers walk-over from E. Kern.
Jas. T. Dobbie v. J. Gibson.
J. Ferguson beat R. T. Taylor.
D. C. Walsley v. R. R. Davis.
A. C. V. Ribeiro beat J. Bennett.
J. Hollidge walk-over from H. M. McTavish.
J. C. Brown v. A. Chapman.
J. Fraser v. E. Ecclehall.
J. Magill v. N. Drummond.
J. A. Lindsay v. R. Sutherland.
A. Macfarlane v. J. J. Whyte.
W. Macfarlane v. G. McCleod.
W. Russell beat J. A. Archibald.
F. C. Goodman beat J. H. Johnston.

J. Massey v. J. Laing.
R. F. Luz beat D. Munro.
R. Duncan beat A. M. Simpson.
J. C. West v. U. M. Omar.
A. L. Shields v. C. Atkinson.
C. Bennett v. C. G. Silva.
A. R. Clark beat D. S. Neilson.
G. Wragge beat J. Maclellan.
G. R. Edwards v. W. Muir.
J. O. McLagan v. D. Gow.
T. D. E. Pendered beat J. Gregory.

D. Ramjohn v. A. M. Holland.
From the foregoing it will be noted that thirteen players have already qualified for the second round, namely: Cullen, Hogbin, Chalmers, Ferguson, Ribeiro, Hollidge, W. Russell, Goodman, Luz, Wragge, A. R. Clark, Wragge, R. Duncan, A. M. Simpson, G. R. Edwards, W. Muir, J. O. McLagan, D. Gow, T. D. E. Pendered, J. Gregory, D. Ramjohn, A. M. Holland.

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BOROTRA BADLY BEATEN.

HUNTER WINS DUTCH TITLE.

[THROUGH REUTER'S AGENCY.]

THE HAGUE, June 17th.
In the final of the Men's Open Singles at the Dutch Championship meeting, F. T. Hunter (U.S.A.), defeated Jean Borotra (France) in straight sets, 6-0, 6-3, 7-5.

VANITY BAG WARRIORS.

SOUTH SEA ISLANDERS TAKE TO POWDER-PUFFS.

AUCKLAND, N.Z.

The strange transformation of some of the most warlike warriors of New Britain was described by the Rev. F. E. Cartridge at a reception held by the Melanesian Mission.

When the operations of the Government had eliminated tribal warfare, and thus deprived them of almost their principal occupation, the coastal natives found themselves with a good deal of time on their hands. This they now spend in long expeditions on the sands of the tropical beaches, bathing all day and emerging to lie on the sand and comb their beautiful hair.

As a final touch they powder their faces and bodies with puffs they carry about in dainty little "vanity bags."

PARI-MUTUEL FOR LONDON.

BIG NEW TURF VENTURE.

LORD WESTBURY CHAIRMAN.

The Daily Mail of May 25th announces full details of the pari-mutuel system of betting under Jockey Club and National Hunt rules of racing which is to be put into operation by a private limited company called the Guardian Pari-Mutuel Ltd.

The headquarters will be in London, with branches in big provincial centres. The Daily Mail states that the board of directors will consist of:—
Lord Westbury, of St. James' Court, S.W. (chairman), a grandson of the first Baron Westbury, Lord Chancellor for five years.

Sir George Thurst, Bart., of Fountain Court, Brook, Lyndhurst, New Forest, one of the most famous amateur riders on the turf. He rode John O'Gaunt and Picton, second in the Derby in 1904 and 1906 respectively.

Mr. W. B. Pendered, of 78, Jermyn-street, S.W., a former racehorse owner and amateur rider.
Mr. W. J. Russell, managing director of the Turf Guardian Society, of 109, Piccadilly, W.
Mr. D. L. Champ, formerly a director of Messrs. Ladbrooke & Co., turf commission agents.

Mr. Randall and Mr. Crimp will be joint managing directors, and Mr. J. A. Keen, a director of the Turf Guardian Society, will be secretary.

There will be no public issue of shares. The company will be registered in the course of the next few days and it is hoped to begin operations in Goodwood week—the last week in July.

Guarding Against Fraud.

A deduction of 10 per cent. will be made from each pool (1 per cent. less than in France). Out of this amount the company will pay the 3 per cent. betting duty and make a substantial contribution towards the maintenance of racing.

It is claimed that the pari-mutuel will be run on lines that will make it fraud-proof. The pools will be closed at a definite time before each race and the figures of each pool will be exhibited before the set time of each race by means of an electric news sign over the company's offices. They will be communicated simultaneously to the newspapers. These figures will be certified by chartered accountants.

Other safeguards will be introduced. All business, of course, will be conducted on credit lines. The promoters hope to reduce bad debts to less than 1 per cent. of the turnover, which is expected to run into millions annually.

TOTE BILL SPEED UP.

MORE SUPPORTERS TO BE AT COMMITTEE MEETINGS.

The promoters of the Racecourse Betting Bill to legalise totalisators on British racecourses recognise that sufficient heads have been given to the opponents of the Bill on the Standing Committee of the House of Commons now considering the measure.

When the meetings are resumed it will probably be found that the supporters will turn up in greater numbers and progress will become much more rapid. This is essential if the Bill is to become law this session, which will end at latest during the first week in August.

It is regarded in authoritative quarters as of prime importance that the Bill should not be lost. Outside the House those bookmakers who have been far from squeamish in devising plans for evasion of the betting duty are fighting hard against the introduction of a system which may lessen their profits.

M.P.s will be reminded when the House reassembles after the recess that the higher-class bookmakers, the trainers, owners, and racing authorities of the country are at one in holding that the coming of the Tote will be the salvation of horse breeding and racing.

The Government is no less keen to see the Bill passed into law because of the certainty which it will provide for collection of a greater proportion of the betting duty.

200 DANCERS ROBBED OF £30,000.

RAID ON AMERICAN COUNTRY CLUB.

LONDON, May 31st.

Two hundred guests at a motor meeting dinner dance at the Broadmoor Country Club, Indianapolis, last night were held up by bandits armed with sawn-off shot guns, who forced the guests to line up against the wall of the ballroom, while one bandit marched past with a large canvas bag, to the filling of which everyone was forced to contribute generously.

It is estimated that the bandits bagged £30,000 worth of valuables before decamping in a large motor-car.

COMPELLED TO FLY?

THE DEATH OF AN ARMY OFFICER.

QUESTIONS IN THE HOUSE OF COMMONS.

The remarkable suggestion that Lieutenant Scott, of the Essex Regiment, who was recently killed in a flying accident, was compelled to fly against his will was put forward in the House of Commons on May 22nd by Sir Robert Thomas.

Mr. Duff Cooper, Financial Secretary to the War Office, replying to a question by Sir Robert, said that no Army officer was called on to fly as a pilot unless he volunteered for such a duty. Officers who were called on to fly as passengers for reconnoitring work could be released from this if they wished.

Sir Robert Thomas: Is the hon. gentleman aware that Lieutenant Scott, of the Essex Regiment, objected to flying, and was compelled to do so as a passenger?

Mr. Duff Cooper: I am not aware of that.
Sir Robert Thomas: Has not the hon. member the information from the late gallant officer's mother?

No reply was given.

Mother's Statement.
Mrs. C. F. Earle, Lieutenant Scott's mother, said to a Daily Express representative: "My son told me repeatedly that he was compelled to take the flying course at Manston. There has been, I know, among officers in the infantry considerable confusion whether flying duties are compulsory, and I want to have the matter threshed out."

"My son was not afraid of flying; he just did not wish to fly, and he said to me shortly before going to Manston: 'I do not want to fly at all. I do not see any use in it for me as an infantry officer, but I am compelled to go, so I may as well go now and get it over.' Within a few days he was dead."

"Other officers in his regiment have told me, too, that they did not want to take the flying course, but they were all under the impression that they were compelled to take the five-days' course, nor could they, I know, see what they would gain as infantry officers in a five-days' flying experience."

Lieutenant David Francis Cumlin Scott, 1st Battalion, the Essex Regiment, was killed on March 14th at Manston, Kent, when a Bristol Fighter machine from No. 2 (Army Co-operation) Squadron came in collision with a bombing machine at a height of 500 feet and crashed.

RINGLEADER IN CRIME.

4 YEARS FOR EX-POLICEMAN WHO SAVED 18 LIVES.

Sentence of four years' penal servitude was passed by the Recorder (Sir Ernest Wild, K.C.), at the old Bailey on May 22nd, on Walter Potter, aged 50, an ex-policeman, for stealing a safe containing property valued at £1,419 from the sub-post-office in High-street, Leyton.

The safe, it was stated, was opened with a blow lamp. It was found abandoned at Grays. Over £1,000 worth of its contents had not been recovered.

Detective Sergeant Stewart stated that Potter had formerly been in the Kent Constabulary and the Metropolitan Police. He was involved in 1919 with an irreproachable character. It was believed that during the last 12 months he had been engaged in crime, and that he was the ringleader of the safe robbery. Eleven skeleton keys were found at his house. In a room where his wife was staying at Chatham was found a suitcase containing 4,912 stamps, 814 postal orders, and the post-office date stamp.

Potter's counsel stated that he had been commended eight or nine times by the Commissioner of Police while he was in the Force, and that he had also been instrumental in saving 18 lives from fire.

BLONDE AT 140.

MONKEY-GLAND HOPE FOR GREY-HAIRED WOMEN.

LONDON, May 25th.

Dr. Serge Voronoff, who claims that human beings should live to 140 by his grafting of monkey glands treatment, said yesterday that results similar to those obtained with men are only got after three monkey glands are grafted into a woman. He added:

A peculiar difference between the effect on men and women is that women regain the natural colour of their hair, but the hair which grows again on men's heads remains grey.

(Continued at foot of next column.)

DISEASE-FREE RACE.

MONKEY GLANDS FOR ALL.

A THOUSAND IMPORTANT EXPERIMENTS.

EVERYONE SUCCESSFUL.

"There is the possibility of a new race peopling the earth—a strong, virile, disease-free race—as the result of my latest experiments in rejuvenation by means of gland treatment."

This startling announcement was made by Dr. Serge Voronoff, the famous "monkey gland" surgeon, in an interview with a Daily Express representative.

Dr. Voronoff was in England to lecture before the Cambridge University Medical Society.

Mankind's Saplings.

"I see in the near future," Dr. Voronoff went on, "a general application of my theories, not so much to the aged and infirm, but to the young saplings of mankind."

"By means of my new experiments with monkeys in glandular transference, I say that it is now possible to ensure an unbroken chain of virile growth from an early age to the end, which will far exceed the allotted three score and ten years."

It is not too much to say of modern men and women that they are nearly all obvious representatives of a C3 stock.

"The great fear of race degeneration can now seriously be disregarded, and there shines ahead something brighter than the torch of hope—a light which proceeds from scientific knowledge, proved and proved again."

"In all, I have made no fewer than a thousand important experiments, and in every case I have been successful."

THE CONQUEST OF OLD AGE.

In an article in the same paper Dr. Voronoff wrote:—

"I see no reason why men and women should not live to the age of 140, or even longer."

Setting aside accidents or violence, the majority of old people die as the result of some comparatively slight illness—a neglected cold, an attack of bronchitis or influenza; something they could have easily thrown off in their youth. And why? Because the body has lost its resistance; the machinery is worn out, and it lacks the force to overcome the illness.

To restore that lost vitality, to bring back the light to the tired eyes, and to see the whole system quicken with fresh energy is to go a long way towards the conquest of death.

Of the tissues of which the human frame is composed, a great number are merely conjunctive cells, and as we grow older these cells steadily increase in number, encroaching more and more on the vital tissues of our organs.

Therefore, in our search for a remedy against old age, we must find a means of strengthening the higher cells and preventing them from becoming atrophied. The mind at sixty-five should be as keen as at thirty—keener, perhaps, for it has gained experience from life.

Many years ago this idea first came to me—the idea that by some means man could recapture this lost power, prolonging it beyond the natural span, and thus prolong also the other attributes of youth. Until recently humanity has always been taught that it must accept old age without hope, and death without revolt, for such was nature's law.

But in an age in which we have conquered so many of nature's laws we do not accept so readily her verdict. All the progress that humanity has made is due to the victory of man over nature.

It was by that he established his supremacy over the beasts, and it is thanks to that supremacy that he has reached his present state of evolution.

My method is still too new to enable me to illustrate this theory by the example of a man remaining young until the age of 150, but I am none the less confident of it. I have already proved and established it in the case of animals whose life is far shorter than our own.

I kept in my laboratory a ram whom I treated with my method of grafting some years ago. He lived to the ripe age of twenty years, and until a few days before his death he was to all appearances a young animal full of vitality. This, according to the scale of animal life and that of human beings, corresponds to 180 years in a man.

The life of a monkey gland, after being grafted into the human body, is between three and six years. A person can easily be regrafted.

I am afraid surgeons here will be handicapped, owing to your anti-vivisection laws. Grafting can only be carried out in England when the glands are taken from a human being. Monkeys are not allowed to be operated on unless one holds a licence.



THE NEW OBSERVATION CAR

ON THE NEW

OLYMPIAN

The spacious observation parlor of this new car is shown in the illustration. Note in addition the writing desk and reading table, the roomy, comfortable chairs and sofas.

This car provides also a buffet, men's smoking room, barber shop with men's shower, women's lounge with shower adjoining, a maid and valet.

An open observation car is added to this train thru the mountains in summer. Electrical operation gives passengers a ride free from smoke, soot and cinders.

No extra fare.



This train is now operating on a 68-hour schedule between Seattle and Chicago.

For further information address American Express Travel Bureau, Thus, Cook & Son, your nearest steamship office, or

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CONSIGNEE NOTICES.

BRITISH INDIA S.S. CO., LTD.
FROM CALCUTTA, RANGOON, PENANG AND SINGAPORE

THE STEAMSHIP "TALAMBA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery may be obtained as soon as Goods are landed.

Goods not cleared by 25th June, 1928, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard & Douglas, at 10 A.M. Mondays and Thursdays.

All Claims must be presented within ten days of the date of arrival hereafter which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

A Protest has been noted by the Master. MACKINNON, MACKENZIE & CO. Hong Kong, 18th June, 1928. [6393]

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "MIN"

BRISBANE CARGO FROM DUNKIRK, ROTTERDAM, LONDON, &c., ALSO CARGO FROM HAVRE, LA PALLOUE, &c. S.S. "LIEUT. DE LA TOUR."

CONSIGNEES are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored in the Godowns of the Hong Kong and Kowloon Wharf and Godown Company at Kowloon, where Delivery may be obtained as the Goods are landed.

All Claims must be sent in to me on or before Tuesday, the 26th June, 1928, or they will not be recognized.

Damaged Packages will be examined by the Company's Surveyors, Messrs. Goddard & Douglas in the presence of the Consignee at 10 a.m. on Saturday, the 23rd June, 1928.

No Fire Insurance will be effected by us in any case whatever.

L. LESDOS, Agent. Hong Kong, 17th June, 1928. [6392]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLESBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENDORAN"

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 6th proximo, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m., by Messrs. Goddard & Douglas. No Fire Insurance has been effected.

Bills of Lading will be counter-signed by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 14th June, 1928. [6377]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "ALBERT VOEGLER"

having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where Delivery may be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th June, 1928, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 19th June, 1928, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 4th July, 1928, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be counter-signed by the Underwriter.

JEBSEN & CO., Agents. Hong Kong, 13th June, 1928. [6369]



"I didn't realize that ships could have aboard as many comforts and conveniences as have the President Liners. Such large staterooms, all outside, real beds, hot and cold running water, private baths, ward-robres, thermos bottles, long mirrors, etc. It is simply amazing."

Weekly Trans-Pacific Service

To San Francisco and Los Angeles
The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays

To Seattle and Victoria
The Short, Straight Route to America
Fortnightly sailings on Wednesdays

Pres. Pierce, Tues., June 18, 10 a.m.
Pres. 1st, Tues., July 3rd
Pres. Jefferson, Tues., July 17th
Pres. Lincoln, Tues., July 31st

Pres. Jackson, Tues., June 26, 3 a.m.
Pres. McKinley, Tues., July 10th
Pres. Grant, Tues., July 24th
Pres. Cleveland, Tues., Aug. 7th

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD
Fortnightly sailings on Sunday via Manila, Suez, Colombo, Suez Canal, Alexandria, Naples, Genoa, Marseilles, New York and Boston.

Pres. Folk, Sun., July 1, 8 a.m.
Pres. Adams, Sun., July 15, 8 a.m.
Pres. Carfield, Sun., July 29, 8 a.m.

Pres. Harrison, Sun., Aug. 12, 8 a.m.
Pres. Monroe, Sun., Aug. 26, 8 a.m.
Pres. Wilson, Sun., Sept. 9, 8 a.m.

To Manila

Pres. Jackson, June 19th, 6 p.m.
Pres. 1st, June 23rd, 6 p.m.
Pres. McKinley, July 3rd, 6 p.m.

Pres. Jefferson, July 7th, 6 p.m.
Pres. Grant, July 17th, 6 p.m.
Pres. Lincoln, July 21st, 6 p.m.

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The M.S. "MALAYA"
loading on or about
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PORT SAID, MARSEILLES, LE HAVRE, ROTTERDAM;
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SCANDINAVIAN & BALTIC PORTS.

OTHER SAILINGS:— Shanghai, etc. Continent.

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(14)

N.Y.K. Special Summer Excursion Tickets.

For Eastern residents and those who have come thus far from home should not miss the opportunity of taking a trip to Japan, as the N.Y.K. are offering Special Reduced Round-trip Rates as follows:—

From Hong Kong to SHANGHAI and Return H.K. \$120.00
" " " NAGASAKI " " 165.00
" " " KOBE " " 210.00
" " " YOKOHAMA " " 235.00

Validity of Tickets—3 Months.

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HONG KONG. No. 8, CONNAUGHT ROAD CENTRAL. PHONE C. 292.

YAU MATI FERRY COMPANY FINED.

USING AN UNLICENSED AND
UNSURVEYED LAUNCH.

"ONLY FOR A FEW HOURS."

Before Commander J. B. Newill, D.S.O., R.N., at the Marine Court yesterday morning, Chun Pui Tai, master of the Hong Kong and Yau mati Ferry Launch *Man Hing*, and Lau King Cho, Managing Director of the latter Ferry Company were summoned for allowing an unlicensed and unsurveyed ferry launch to be put on the service.

Mr. C. A. S. Russ appeared for the defendants, and A.C.J.I. Hillier prosecuted.

Mr. Russ pleaded guilty to a technical offence and remarked that when he had explained the situation, he felt sure that his Worship would dismiss the defendants with a caution. The Yau mati Ferry Company had for years maintained a well regulated ferry service between Yau mati and the Island. The Company had a contract with the Government, and with a fleet of 15 launches, there was always one on the "slips." The overhaul generally occupied three weeks but on this occasion the vessel on the slipway was found to have developed engine trouble which would take some time to put right. The *Man Hing* was to be overhauled next and she was taken off the run and held in readiness to be docked.

Unfortunately a breakdown occurred on another ferry and there was no other alternative but to replace the *Man Hing* on the run for a few hours in order to maintain the service according to the contract. It was explained Mr. Russ, an alternative of breach of contract or a breach of regulations and law. Mr. Russ, however, admitted that the Harbour Authorities might have been applied to for permission to run the ferry launch for the few hours.

The Magistrate replied that the Harbour Office had not the power to permit the running of launches under such circumstances and pointed out that the Company could have hired the services of another ferry launch during that time. Therefore, he could not regard it as a technical offence.

A fine of \$60 was imposed on the Company for allowing the *Man Hing* to be run, and the master of the launch was discharged with a caution.

BOARDING A QUARANTINED VESSEL.

Three Chinese were also summoned before Comdr. J. B. Newill for boarding the s.s. *Prominent* which had come from an infected port and was flying the "Q" flag in the Quarantine Anchorage. Dr. Choy, Assistant Port Health Officer prosecuted and the defendants pleaded not guilty.

Dr. Choy in evidence stated that after he had finished counting the passengers he found a discrepancy of 30 compared with the total stated by the comrade. He suggested a re-count, but the comrade could not arrange this owing to the presence of a number of shore runners and sampan people.

A number of men ran away and took to sampans alongside the vessel but the witness was able to arrest and detain the first defendant. The defendant when charged said that the "Q" flag had been hoisted down, but this was denied by the witness. He had no knowledge of the second and third defendants.

The Magistrate pointed out that no evidence had been given in respect of the offences by the second and third defendants and dismissed the charge against them. However, he imposed a fine of \$50 with the alternative of one month's hard labour on the first defendant.

ALCOHOL AND HEALTH.

SIR W. ARBUTHNOT LANE AND
HIS CRITICS.

WHY DOCTORS USE IT.

[BY SIR W. ARBUTHNOT LANE, BART.]

Much abuse has been heaped upon me by a very small but singularly active section of the community because I have expressed views in favour of alcohol, but this has been much more than compensated by the approval of a vast common-sense majority of the community.

Medical men are generally regarded as competent advisers in the question of alcohol. It is possible to arrive at their views by observing how they carry their precepts into practice. I dine not infrequently with large bodies of members of my profession, which comprises men of varied intelligence. I also dine with very select groups representing the best brains in medicine and surgery.

Solace, Rest, and Comfort.

The number of those who abstain from alcoholic drinks in the larger gatherings, amounting to several hundreds, is, so I am assured by those who are able to form an opinion, exceedingly small. And teetotallers are practically completely absent from among those whose names are household words.

If alcohol in any quantity is a poison and is of no use to us as a food, it is a strange thing that those men upon whom rests the greatest possible responsibility—namely that of life and death—should find considerable solace, rest, and comfort in taking it in moderation.

I may add that, during many years' experience of such dinners in the company of members of my profession, I cannot recall a single instance in which anyone took alcohol to excess.

Results of Experience.

In spite of this experience, and in spite of the evidence of a long life spent, I trust, to the advantage of many of the public, I am assured that the medical profession is opposed to the use of alcohol, and that alcohol is bad for our race because a certain number of ill-fed, unhealthy people have recourse to it in excess to meet the misery and ill-health their depreciated vitality entails.

Notwithstanding any criticism, which has not produced arguments strong enough to exert any influence whatever on my views, which are the results of many years' experience, I still assert that alcohol in one form or another is one of the most useful foods we possess.

In doing so I would state that this opinion is purely personal, and in no way represents that of the New Health Society, many members of which are staunch teetotallers.—*Daily Mail*.

WOMEN'S STORY OF A GHOST.

FIGURE IN VELVET.

CLACTON-ON-SEA.

While restoring an old house, Treasure Holt, on the outskirts of Clacton-on-Sea, Mr. and Mrs. P. S. Hayward, the owners, found under the floor of a living-room human bones in unslaked lime and charcoal. With them were a shoe buckle and a token dated 1703, with the wording, "John Wilkins, Iron Master."

Mr. and Mrs. Hayward speak of mysterious knockings on the front door, generally when anything of a festive character is taking place.

Mrs. Hayward and her daughter Iris allege that they have seen in the grounds a figure, dressed in velvet, with knee-breeches and buckle shoes, and heard sounds of horous hoofs on the cobbled yard at dead of night.

The local belief is that John Wilkins surprised a party of smugglers making merry and that he was murdered and his body buried beneath the floor.

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, June 18th.				
	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 1 p.m.	
Barometer...	29.88	29.64	29.64	
Temperature...	80	78	79	
Humidity...	70	86	88	
Wind...				
Direction...	E	E	NE	
Force...	3	2	2	
Weather...	B	O	O	
Rain...	0.00	0.00	0.01	

Highest open-air Temperature, 17th:—

Lowest open-air Temperature, 18th:—

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONG KONG TIDE TABLE.

From June 19th to 25th, 1928.

		HIGH WATER.		LOW WATER.	
Days of Week.	Date of Month.	Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.
Tues.	19	9 33	8 0	3 31	3 1
Wed.	20	10 18	7 9	5 54	0 1
Thurs.	21	11 19	3 9	4 15	8 4
Fri.	22	12 19	3 8	4 56	8 8
Sat.	23	1 18	0 0	5 46	2 8
Sun.	24	2 10	4 2	7 5	4 0
Mon.	25	3 18	5 0	10 15	2 0

HAMBURG-AMERIKA LINIE.



HUGO STINNES LINIEN

COMBINED FREIGHT AND PASSENGER SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

OUTWARD.

Sailings from Europe for Shanghai and Northern Ports:—

M.V. "RHEIN" ... due here on or about the 23rd June
S.S. "OLDENBURG" ... due here on or about the 17th July
S.S. "SAARLAND" ... due here on or about the 19th July
S.S. "UARDA" ... due here on or about the 27th July
M.V. "HEIDELBERG" ... due here on or about the 7th Aug.
S.S. "SCHNEER" ... due here on or about the 22nd Aug.

HOMEWARD.

Sailings for Genoa, Rotterdam and Hamburg via Manila, Singapore, Colombo & Port Said:—

S.S. "ALBERT VOEGLER" ... sailing from here on or about the 5th July
M.V. "BEHN" ... sailing from here on or about the 29th July
S.S. "OLDENBURG" ... sailing from here on or about the 8th Aug.
S.S. "SAARLAND" ... sailing from here on or about the 25th Aug.
M.V. "HEIDELBERG" ... sailing from here on or about the 4th Sept.
M.V. "BEHN" ... sailing from here on or about the 18th Sept.

Calling also at Marseilles.

For Freight, Passage and further Particulars please apply to

JEBSEN & CO.
12, Pedder Street. Tel. C. 2235.
61) Tel. C. 4754

DODWELL-CASTLE LINE.

FOR BOSTON & NEW YORK AND ATLANTIC PORTS, U.S.A.

T.M.V. "GREYSTOKE CASTLE"
Sailing on the 29th JUNE, 1928.

For Freight and Particulars, Apply to:—

DODWELL & CO., LTD.
Agents.

JAVA-CHINA-JAPAN-LIJN

Tel. Address JAVALYN
Tel. Central 1574

QUICKEST SAILING TO JAVA
REGULAR WEEKLY SERVICE BETWEEN HONG KONG AND JAVA

SOUTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE WEDNESDAY	FOR
TJIMANOEK	AMOT, DALNY	In Port	20th June 4 p.m.	BATAVIA
TJIKARANG	AMOT, KLUNG, & S'RAL	20th June	27th June 4 p.m.	BATAVIA
TJISALAK	AMOT, DALNY	2nd July	4th July 4 p.m.	MAKASSAR, SOERABAYA, BATAVIA
TJISAROE	AMOT, KLUNG, & S'RAL	9th July	11th July 4 p.m.	BATAVIA
TJITAROEM	AMOT, DALNY	16th July	18th July 4 p.m.	BATAVIA

NORTH BOUND.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJITAROEM	MAKASSAR, JAVA	In Port	19th June	AMOT, N. CHINA
TJISAROE	BATAVIA	21st June	24th June	AMOT, SHANGHAI, KEELUNG
TJILEBOET	MAKASSAR, JAVA	2nd July	4th July	AMOT, N. CHINA
TJISONDARI	BATAVIA	5th July	8th July	AMOT, SHANGHAI, KEELUNG
TJIKINI	MAKASSAR, JAVA	18th July	18th July	AMOT, N. CHINA

EXCURSIONS TO JAVA

The regular service of the Java-China-Japan-Lijn steamers from Hong Kong to Java, and vice-versa, offers a splendid opportunity for excursions to Java (the Pearl of the East) and to other parts of the Dutch East Indies.

Famous for craters and volcanoes, delightful scenery, invigorating mountain resorts, excellent sporting facilities.

Travel in comfort on first class steamers, having excellent accommodation for passengers, a European Doctor and Wireless telegraphy.

Hong Kong to Batavia (7 days)
saloon fare: \$175, return \$300.

JAVA-CHINA-JAPAN LIJN.

York Building. Telephone—C. 1574.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.
M.V. "GREYSTOKE CASTLE" ... Sails on/or about 28th June

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE for BRINDISI, VENICE AND TRIESTE (FIUME). TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES.
BRINDISI, VENICE & TRIESTE ... £72.10.0.
LONDON ... £80. 0.0.

NEXT SAILINGS.
OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

From Hong Kong,
M.V. "ESQUILINO" ... Sails on/or about 23rd June
M.V. "ROMOLO" ... Sails on/or about 18th July
S.S. "VENEZIA" ... Sails on/or about 18th Aug.
HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE:
From Hong Kong,
M.V. "VIMINALE" ... Sails on/or about 28th June
M.V. "ESQUILINO" ... Sails on/or about 24th July
M.V. "ROMOLO" ... Sails on/or about 21st Aug.

NATAL LINE OF STEAMERS

FROM CALCUTTA & COLOMBO TO SOUTH AFRICAN PORTS

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hong Kong.
For Freight or Passage for any of the above Lines, apply to:—
DODWELL & CO., LIMITED.
Telephone: Central 1530. Agents.

CHINA NAVIGATION COMPANY, LIMITED.

SARONG	... "HANYANG" ...	On 19th June,	6 a.m.
BANOKK	... "KINGTIAN" ...	On 19th June,	4 p.m.
SHANGHAI & AMOY	... "NINGPO" ...	On 20th June,	6 a.m.
HONGKONG, PAKHOI & HAIPHONG	... "CHENAN" ...	On 20th June,	10 a.m.
SHANGHAI	... "TAIKOOWAN" ...	On 21st June,	4 p.m.
HONGKONG	... "TAIKOOWAN" ...	On 22nd June,	10 a.m.
SWATOW & SHANGHAI	... "YUEN" ...	On 22nd June,	8 a.m.
SWATOW & SHANGHAI	... "YUEN" ...	On 23rd June,	8 a.m.
AMOI, SWATOW & SHANGHAI	... "YUEN" ...	On 24th June,	9 a.m.
SWATOW & SHANGHAI	... "YUEN" ...	On 24th June,	1 p.m.
SWATOW, SHANGHAI, NEW CHANG & DALNY	... "YUEN" ...	On 25th June,	Neon
AMOI, SHANGHAI & TIENTSIN	... "YUEN" ...	On 25th June,	6 p.m.
SHANGHAI	... "YUEN" ...	On 27th June,	6 a.m.
SWATOW & SHANGHAI	... "YUEN" ...	On 28th June,	Neon
SHANGHAI & TIENTSIN	... "YUEN" ...	On 28th June,	6 a.m.
WATWAI, CHIAFOO & TIENTSIN	... "YUEN" ...	On 30th June,	4 p.m.
AMOI, SWATOW, SINGAPORE & HONGKONG	... "YUEN" ...	On 1st July,	8 a.m.
SWATOW & SHANGHAI	... "YUEN" ...	On 1st July,	1 p.m.
SWATOW & SHANGHAI	... "YUEN" ...	On 2nd July,	Neon
WATWAI, CHIAFOO & TIENTSIN	... "YUEN" ...	On 12th July,	4 p.m.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
Excellent & Most Up-to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	DEPARTURE	ARRIVAL
TAIPING	10th July	17th July
CHANGTE	17th August	14th September
TAIPING	7th September	18th October
CHANGTE	14th October	

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.
TELEPHONE: CENTRAL 35.

BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)
AND
AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "HELENUS"	... Via Suez Canal	28th June
S.S. "CITY OF OSAKA"	... Via Suez Canal	13th July
S.S. "DARDANUS"	... Via Suez Canal	27th July
S.S. "CITY OF EVANSVILLE"	... Via Suez Canal	10th August
S.S. "LYCAON"	... Via Suez Canal	24th August

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
Subject to change without notice.

For Freight and Particulars apply to—
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG
HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON.

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

BOSTON

AND NEW YORK

M.V. "CHINESE PRINCE" ... 30th June
M.V. "MALAYAN PRINCE" ... 25th July

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3185.

(Incorporated in Great Britain)

Telegrams: Furness.

King's Building.



MAIL AND CARGO STEAMERS TO AND FROM
MARSEILLES, DUNKIRK, U.K. HAMBURG & ROTTERDAM.

From Marseilles
ANGERS ... 19th June
PAUL LEOAT ... 2nd July
ANDRE LEBON ... 17th July
CHERONORCAUX ... 31st July

From Dunkirk, Antwerp, London
For Shanghai, Japan and North China
For Rotterdam, Hamburg, Dunkirk
CAPT. FAURE (Cargo) 18th June

For full Particulars, apply to—

Telephone: C. 651 and 740.

Cie des MESSAGERIES MARITIMES.

3, QUEEN'S BUILDING.

Shipping News

Arrivals and Departures, etc.

ARRIVALS.

June 17th.

Chak Sang, British str., 1,470 tons,

Capt. E. V. Bishop, from Canton,

with a general cargo, lying at

buoy No. B32—Jardine,

Matheson & Co.

Menado Maru, Japanese str., 1,250

tons, Capt. S. Ama, from Hoi-

how, with 200 tons of dust coal,

lying at O.S.K. Wharf.—

O.S.K.

Nagato Maru, Japanese str., 5,000

tons, Capt. I. Fukasa, from

Moji, which port she left on

June 12th, with a general

cargo, lying at Kowloon Wharf.

—N.Y.K.

Tulamba, British str., 3,844 tons,

Capt. H. F. Minett, R.N.R.,

from Calcutta via Rangoon,

Penang and Singapore. The

first mentioned port she left on

June 2nd, with a general cargo,

lying at Kowloon Wharf.

—Mackinnon, Mackenzie & Co.

Tjimonok, Dutch str., 3,510 tons,

Capt. J. Schol, from Amoy,

with beans and general cargo,

lying at buoy No. A34.—

J.C.L.

Tongtee, Chinese str., 882 tons,

Capt. M. Sakamoto, from

Tsingtao, which port she left on

June 12th, with beans and salt

fish, lying at buoy No. C15.—

Ching Kee.

Trave, German str., 4,800 tons,

Capt. Th. Minssen, from Yoko-

hama, which port she left on

June 9th, with a general cargo,

lying at buoy No. A3—Melchers

& Co.

June 18th.

Capitaine Faure, French str., 5,059

tons, Capt. Eymard, from

Shanghai, which port she left

on June 14th, with a general

cargo, lying at buoy No. A1—

Messageries Maritimes.

Carnegie, French str., 1,917 tons,

Capt. Furet, from Saigon,

which port she left on June

10th, with a general cargo,

lying at buoy No. B47—Mes-

sageries Maritimes.

Hanyang, British str., 1,206 tons,

Capt. W. L. Shinn, from New-

chwang and Amoy, lying at

buoy No. B38—B. & S.

Helio, Norwegian str., 1,113 tons,

Capt. Olaf S. Olsen, from Bang-

kok and Swatow, with a cargo

of rice, lying at buoy No. C17—

Thorsen & Co.

Kohno Maru, Japanese str., 1,995

tons, Capt. K. J. Ziem, from

Moji, which port she left on

June 11th, with 935 tons of gen-

eral cargo, lying at Kowloon

Wharf.—O.S.K.

Kwangchow, British str., 1,572 tons,

Capt. J. D. Milne, from Bang-

kok and Swatow, with a gen-

eral cargo, lying at buoy No.

B31.—M.B.K.

Taikoo Wany, British str., 1,576

tons, Capt. J. De Wolf, from

Port Kamfa, which port she

left on June 14th, with a cargo

of coal, lying at Quarry Bay.—

B. & S.

PASSENGERS.

Arrivals.

The following passengers arrived

here on June 18th by the *President*

Pierce, from Manila.—For Hong

Kong: Miss E. P. Abuyen, Mr. T.

Akiyama, Mrs. J. Aquino, Mr. M.

I. Espeleta, Mr. Jang Sung Yun,

Miss S. M. Ledesma, Miss S. M.

Ledesma, Miss A. McCallum, Mr.

R. C. Morton, Mr. A. H. Nemaze,

Mr. and Mrs. F. A. B. Peters, Mr.

M. B. Ricafort, Mr. Say Kim Pon,

and Mr. G. Ward. Among passen-

gers passing through Hong Kong

were: Miss D. Halford, Miss K.

Harrison, Mr. E. H. Himrod, Mrs.

K. Kihara, Mr. I. Kuzuhara, Mrs.

H. M. Ostroski, Mr. Teng Tian

Sieng, Mr. E. Yasunishi, for

Shanghai; Mr. E. L. Whickey, Mr.

Yokohama; Mrs. C. F. Hicks, Mr.

and Mrs. H. R. Merritt, Mrs. A. R.

Whitmore, Miss F. Whitmore, for

Honolulu; Mr. J. Dumas, Mr. L.

M. Hausman, Mr. H. F. Honerlab,

Miss G. E. Robins, for San Fran-

cisco; and Mr. W. M. Milne, for

Los Angeles.

The following saloon passengers

arrived here on June 17th by the s.s.

Talamba from Calcutta:—Miss S.

Steward, Miss A. S. Rogers, Mrs.

M. L. Kaugh, Mrs. F. E. Halloran,

Miss M. B. Fox, Mr. Wm. M. Sim-

mons, Mr. Fredric A. Dayton, Mr.

Robert E. Hope, Falkner, Mr.

Nomanboy Andeali, Mr. P. F.

Owen, Mr. and Mrs. Gidhmal,

Mr. and Mrs. Lachand, Mrs. An-

numal.

CLEARANCES.

June 18th.

Amagisan Maru, for Hongay.

Apoy, for Canton.

Capitaine Faure, for Colombo.

Hanyang, for Saigon.

Hiroshi Maru No. 5, for Takao.

Hin Wah, for Shanghai.

Hydrangea, for Swatow.

Kohno Maru, for Saigon.

Malaya, for Singapore.

Nagato Maru, for Singapore.

President Pierce, for Shanghai.

Sunning, for Amoy.

Tak Hing, for Autau.

Trave, for Saigon.

Yat Shing, for Canton.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Russia*,

leaving Yokohama yesterday, is due

at Hong Kong on Monday after-

noon, the 20th inst. She will sail

for Manila on the following day at

5 p.m.

The P. & O. s.s. *Rawalpindi*

left Singapore for Hong Kong on

the 17th inst. at 9 a.m. with the

outward English mails, and is due

on Thursday, the 21st inst., at

about 6 a.m.

The P. & O. s.s. *Kashgar*, from

Hong Kong, arrived at London on

June 16th at 8 a.m.

The s.s. *Tricolor* (Dodwell & Co.),

sailed from New York on June 6th,

and is due in Manila on July 10th.

The m.v. *Viniale* (Dodwell & Co.),

sailed from Dairen on the

17th inst., and is due to arrive here

on the 28th inst.

The m.v. *Esquilino* (Dodwell & Co.),

sailed from Singapore on the

18th inst., and is expected here

on the 23rd inst.

Sunning, British str., 1,570 tons,

Capt. R. Robertson, from Can-

ton, with a general cargo, lying

at buoy No. B9—B. & S.

Wingate, Chinese str., 503 tons,

Capt. I. A. de Lemos, from

Port Bayard, which port she

left on June 16th, with a gen-

eral cargo, lying at buoy No.

C43—Yew Kee & Co.

LINER'S NIGHT OF TERROR.

BATTERED IN GALE.

CAPTAIN ON BRIDGE FOR 48 HOURS.

WELLINGTON, N.Z., May 25th.

The 8,997-ton liner *Kimitaka*

(New Zealand Shipping Co., Ltd.)

arrived in Wellington from South-

ampton after encountering a tre-

mendous storm lasting 48 hours in

the vicinity of Rapa Island, in the

Dangerous Archipelago.

On the night of May 14th the

ship met a heavy swell running

from the south-east, and within 24

hours the wind increased to 75

miles an hour with the waves rising

to a height of 30ft.

The climax came at 4 o'clock in

the afternoon of the following day.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1928.

Steamship	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 13	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 28	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 18	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 8	Sept. 15
EMPERESS OF ASIA	Sept. 13	Sept. 16	Sept. 19	Sept. 23	Sept. 30
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 13	Oct. 20
EMPERESS OF RUSSIA	Nov. 7	Nov. 10	Nov. 13	Nov. 17	Nov. 24
EMPERESS OF CANADA	Nov. 23	Dec. 1	Dec. 4	Dec. 8	Dec. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

SPECIAL FARES TO EUROPE

£120: First class throughout.

£112: First class Pacific and rail, Cabin class Atlantic.

£88: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONGKONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 26	June 29	EMPERESS OF RUSSIA	June 29
July 10	July 13	EMPERESS OF ASIA	July 13

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 752. Cables: "GACANPAC."
Freight and Express: Tel. C. 42. Cables: "NAUTILUS."THROUGH BOOKING TO EUROPE AT REDUCED RATES
£120, £112, £110, £102, £88: via SAN FRANCISCO.
£640, £640 via JAPAN AND SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU (Cable Keelung) ... Tuesday, 26th June

HINYO MARU ... Tuesday, 10th July

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

HARUNA MARU ... Saturday, 30th June

KAMO MARU ... Saturday, 14th July

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 27th June

AKI MARU ... Wednesday, 27th July

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU ... Wednesday, 27th June

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

GINYO MARU ... Thursday, 19th July

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

KAMAKURA MARU ... Tuesday, 17th July

NEW YORK and/or BOSTON via PANAMA.

TAKAKURA MARU ... Wednesday, 4th July

LIVERPOOL via Port Said, Genoa & Marseilles.

DUREAN MARU ... Tuesday, 10th July

CALCUTTA via Singapore, Penang & Rangoon.

RANGON MARU ... Saturday, 30th June

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Friday, 22nd June

SHANGHAI, KOBE & YOKOHAMA.

PENANG MARU (Mojji direct) ... Thursday, 21st June

BINGO MARU ... Saturday, 23rd June

SEIYO MARU (Mojji direct) ... Tuesday, 26th June

ATSUTA MARU ... Tuesday, 26th June

† Cargo only. Subject to alteration without notice.

For further information, apply to

NIPPON YUSEN KAISHA.

Telephone: Central No. 293 (Private exchanges to all Depts.).

A HOLIDAY IN INDO-CHINA

SPECIAL CHEAP TRIPS TO SAIGON

... sailing Thursday, 21st June

These vessels, fitted with all latest modern improvements, are being placed on the HONG KONG-SAIGON run, and will take first-class passengers at specially reduced fares for a holiday in the fascinating territory of Indo-China.

RETURN TRIP - 17 DAYS

9 to 10 Days on Shore.

FARES: A Deck—Return ... \$100.

B Deck—Return ... \$80.

Indo-China offers many attractions for a short holiday. The Ruins of Angkor are one of the Seven Wonders of the World. Splendid Big Game Shooting.

Passenger Agents: THOS. COOK & SON, LTD.
22, RIVER STREET.

For further particulars apply to

WO FAT SING.

Telephone: C. 5.

81, Wing Lok Street.

[6138]

Shipping News

Daily Statement, Waterfront News, Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

LOCAL IMPORTS MODERATE.

THROUGH CARGOES' FINE FIGURES.

The general cargoes discharged for Hong Kong during the 24 hours ended at 9 a.m. yesterday were moderate. Through freights were exceedingly good and totalled over 35,000 tons. Two French vessels carried through cargoes of more than 8,000 tons, and a British ship discharged the best cargo for Hong Kong.

Eighteen arrivals were shown but only nine vessels left the port.

Twelve vessels discharged cargo for this port amounting to 11,702 tons. Three British ships discharged 4,410 tons and the two best cargo carriers were the s.s. Talamba (British) from Calcutta and Singapore with 2,197 tons and the s.s. Nagato Maru with 1,770 tons from Yokohama and Moji.

Through freights carried by eleven vessels amounted to 35,419 tons and four British ships carried 5,145 tons. Two French vessels were best carriers. The s.s. Capt. Faure, from Vladivostok and Shanghai had 9,760 tons and the s.s. Ma from Dunkirk and Saigon carried 9,304 tons. The best British carrier had 4,223 tons.

The arrivals and departures during the period under review were as follows:—

	Arr.	Dep.
British	6	3
American	1	0
French	2	0
German	1	0
Dutch	1	0
Norwegian	1	2
Japanese	3	1
Chinese	3	4
Total	19	9

VESSELS EXPECTED.

Australian-Oriental Line.

Taiping, July 10th.

Chingteh, August 7th.

Bank Line.

City of Bedford, June 22nd.

City of Peking, July 7th.

City of Osaka, July 13th.

City of Evansville, July 20th.

City of Kharotum, August 4th.

City of Kharotum, August 17th.

City of Kharotum, September 1st.

City of Lincoln, September 14th.

City of Glasgow, September 28th.

City of Eastbourne, October 10th.

Ben Line.

Benbrackie, to-morrow.

British-India and Apcar Line.

Tilawa, June 22nd.

Tilawa, July 3rd.

Tilawa, July 9th.

Tilawa, July 15th.

Santhia, July 26th.

Canadian Pacific Line.

Empress of Russia, June 25th.

Doddwell & Co.

Equilino, June 23rd.

Vimale, June 26th.

Dollar Steamship Line.

President Taft, June 22nd.

East Asiatic Co., Copenhagen.

Danmark, July 16th.

Java, July 22nd.

Eastern and Australasia Lines.

St. Albans, June 27th.

Arafura, July 9th.

Tanda, August 6th.

Blue Funnel Line.

Diamant, June 26th.

Antiochus, June 29th.

Atreus, June 29th.

Gladius, June 29th.

Helenus, June 29th.

Protestant, July 3rd.

Lycan, July 8th.

Philoteles, July 8th.

Hector, July 11th.

Ningchow, July 18th.

Rhezenor, July 20th.

Achilles, July 21st.

Erebus, July 25th.

Tithybus, July 25th.

Thebes, July 25th.

Dardanus, July 27th.

Aeneas, July 30th.

Bellerophon, August 6th.

Phenix, August 6th.

Calculus, August 11th.

Teucer, August 14th.

Automedon, August 17th.

Eipenor, August 22nd.

Sarpedon, August 23rd.

Sardapene, September 2nd.

Euryptilus, September 8th.

Euryptilus, September 8th.

Machanon, September 19th.

Patroclus, September 20th.

Adriatic, October 17th.

Antenor, October 18th.

Glen Line.

Carnarvonshire, June 23rd.

Glenhane, June 29th.

Cardiganhire, July 13th.

Glenagie, July 20th.

Glenamoy, August 10th.

Carnarvonshire, August 20th.

Hamburg-Amerika Linie and

Hugo Stinnes Linie.

Rhein, June 23rd.

Oldenburg, July 7th.

Saarland, July 19th.

Uarda, July 27th.

Heidelberg, August 7th.

Scheer, August 22nd.

Messageries Maritimes.

Angers, to-day.

General Metzinger, to-day.

Paul Lecoq, July 3rd.

Andre Lebon, July 17th.

Oheponcaux, July 31st.

Java-China-Japan Line.

Tijarara, June 21st.

Tijarara, June 25th.

Tijarara, July 2nd.

Tijarara, July 5th.

Tijarara, July 10th.

Tijarara, July 16th.

Nippon Yusen Kaisha.

Korea Maru, to-day.

Tango Maru, to-day.

Aki Maru, June 21st.

Atsuta Maru, June 25th.

Genoa Maru, June 28th.

Haruna Maru, June 28th.

Rangoon Maru, June 30th.

Shingo Maru, July 3rd.

Takaka Maru, July 3rd.

Durban Maru, July 9th.

Kamakura Maru, July 11th.

Kamo Maru, July 13th.

Siberia Maru, July 17th.

Aki Maru, July 24th.

Katsura Maru, July 25th.

Katsura Maru, July 27th.

Katsura Maru, August 1st.

Tango Maru, August 1st.

Mishima Maru, August 21st.

Peninsular and Oriental.

Rawalpindi, June 21st.

Rangpur, June 22nd.

Mitsopore, June 26th.

Nagora, June 30th.

Nagora, July 3rd.

Kashmir, July 8th.

Khyber, July 7th.

Kiddersport, July 13th.

Rajputana, July 19th.

Yankin, July 21st.

Kalyan, August 2nd.

Naldera, August 15th.

Kashgar, August 30th.

Morca, September 13th.

Khiva, September 27th.

Macedonia, October 12th.

Malwa, November 9th.

Mantua, December 7th.

DAILY WATERFRONT NEWS.

OVERLOADING A MOTOR-BOAT.

[BY LONGSHOREMAN.]

Pleading that there was no other vessel in sight at the time and that the passengers only wanted to be conveyed a short distance from the shore, the Chinese master of a motor-boat Cheng Lee was fined \$30 with the alternative of one month's imprisonment by Comdr. J. B. Newell at the Marine Court yesterday for carrying six passengers in excess of the numbers limited on his licence.

Anchoring In The Southern Fairway.

Two Chinese masters of trading junks were also summoned for causing obstructions in the Southern Fairway by anchoring their junks there. The defendants pleaded not guilty and said that they were hoisting the sails when they were arrested.

A fine of \$10 was imposed upon both defendants who still continued to argue that they had done nothing wrong.

Dangerous Goods Aboard.

For carrying 450 tins of kerosene and anchoring at other than a dangerous goods anchorage a master of a trading junk was fined \$25. The defendant was further charged with failing to register his arrival in the port. The defendant pleaded guilty to both charges and said that he was not aware of the regulations. A similar fine of \$25 was imposed.

Asiatic Deck Passengers.

Six vessels brought 1,402 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

MERCHANT SHIPS IN PORT.

The following merchant vessels were in port yesterday:—

British: Apoc, Sui Sang, Wing Hong, Tean, Hupoh, Hai Hong, Sunning, Talamba, Chak Sang, Han Yang, Kwangchow, Yat Shing, Hydrangea, Kwang, King Yuan, Tyndareus, Kwangtung, Hai Yang, New Mathilde, Gorgistan, Sumatra, Taikeo.

American: President Pierce.

Norwegian: Prominent, Helios, Proteus, Halldor.

Portuguese: Kong On, King On.

French: Min, Raymond Poincare, Capit. Four.

German: Trave.

Japanese: Awa Maru No. 21, Nagato Maru, Menado Maru, Hishi Maru, Amagami Maru.

Chinese: Tai Lee No. 1, Tai Fook Sing, Tong Lee, Hain Fook Sing, Sun Sai Kai, Hain Wah, Foo Yee, Yee On, Kwok Cheng, Derwent, Hung Choo, Tjo, Hainan, Ben Foo Soon, Gen. H. Knox, Han Sun.

Dutch: Tijarara, Tjinarock, Hong Kong, Jan, Hankow, Otto.

Danish: Michael Jepsen.

Norddeutscher Lloyd, Bremen.

Remscheid, June 25th.

Coblenz, July 2nd.

Ludwigshafen, July 18th.

Fulda, July 30th.

Oder, August 15th.

Prince Line.

Chinese Prince, June 30th.

Malayan Prince, July 25th.

Swedish East Asiatic Co., Ltd.

Delhi, to-day.

Nanking, June 28th.

Agra, July 11th.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF CARLISLE"	... Marseilles, Havre, London, Rotterdam & Hamburg	24th June
"CITY OF TOKIO"	... Havre, London, Rotterdam & Hamburg	25th July
"CITY OF PERIN"	... Havre, London, Rotterdam & Hamburg	25th August

BOSTON, NEW YORK & BALTIMORE

"CITY OF OSAKA"	... via Suez Canal	18th July
"CITY OF EVANSVILLE"	... via Suez Canal	10th August
"CITY OF HALIFAX"	... via Suez Canal	9th Sept.

ALSO AGENTS FOR

ANDREW WEIR & CO.

